

MINUTES OF THE SENATE TRANSPORTATION COMMITTEE

The meeting was called to order by Chairman Dwayne Umbarger at 8:30 a.m. on January 21, 2009, in Room 136-N of the Capitol.

All members were present.

Committee staff present:

Mike Corrigan, Office of the Revisor of Statutes
Hank Avila, Kansas Legislative Research Department
Jill Shelley, Kansas Legislative Research Department
Cindy Shepard, Committee Assistant

Conferees appearing before the committee:

Terry Heidner, Legislative Liaison, Kansas Department of Transportation
Dale Goter, Government Relations Manager, City of Wichita

Others attending:

See attached list.

Bill Introductions

Terry Heidner, Legislative Liaison for Kansas Department of Transportation, requested the introduction of a bill relating to motor vehicles, concerning the use of safety belts. This bill will require all occupants to wear seat belts, changing the violation of this law from a secondary offense to a primary offense, and raising the fine to \$60.00. Senator Donovan moved, Senator Apple seconded, to introduce the bill. Motion carried.

Senator Umbarger presented two requests for bill introductions. The first is from the Fraternal Order of Police Lodge No. 59, concerning affiliation with the Kansas Police and Fireman's retirement system for certain officers and employees of the Department of Wildlife and Parks. Senator Donovan moved, Senator Marshall seconded, to introduce the bill. Motion carried. The second bill request is from The Great Plains Development Authority relating to redevelopment districts within a federal enclave. It would allow the local redevelopment authorities to sell property without going through the bidding process. Senator Apple moved, Senator Marshall seconded, to introduce the bill. Motion carried.

Dale Goter, Government Relations Manager representing the City of Wichita, requested the introduction of a bill creating the ability to establish a Traffic Safety Corridor (Attachment 1). Senator Donovan moved, Senator Brownlee seconded, to introduce the bill. Motion carried.

Summary of Conferee Testimony of the Special Committee on a New Comprehensive Transportation Plan.

Jill Shelley, Legislative Research Department, provided the committee with a staff summary of oral or written testimony that was presented at meetings held in five cities across Kansas. These meetings took place in Wichita, Overland Park, Garden City, Pittsburg, and Topeka during December 2008 and January 2009 (Attachment 2). The first section summarizes testimony on policy considerations for a new plan, including funding. The second section summarizes specific improvements for which conferees sought funding.

Chairman Umbarger reminded committee members that tomorrow's meeting is a Joint Senate and House Transportation Committee Meeting at 12:00 p.m. in Room 143-N of the Capitol. Deb Miller, Secretary of Transportation, will be delivering an overview of transportation in Kansas, and information about the soon to be completed Transportation-Leveraging Investments in Kansas (T-Link) report.

The meeting was adjourned at 9:05 a.m. The next meeting is scheduled for January 22, 2009.

SENATE TRANSPORTATION COMMITTEE GUEST LIST

DATE: 1-21-2009

NAME	REPRESENTING
TUCK DUNLAP	KL PUBLIC TRANSIT ASSN
Terry Heidner	KDOT
Joe Mesimann	Mein Law Firm
Matt Holloman	SEN. KUTALA
Ashley Doppa	Pinegar, Smith & Assoc
Dana Peterson	Ks Assoc of Wheat Growers
David R. Lorbin	KDOR
Whitby James	Ks Automob. & Dealers Assn
Kent Eckles	Ks Chamber of Commerce
Tom Whitaker	Ks MOTOR CARRIERS ASSN
Pet Hubbell	Ks RR
Kyle Schneeweis	KDOT
Scott Heidner	ACEC
Tom Palace	PMCA of Ks
KEVIN GREGG	KMCA
Ted Smith	KDOR
CARMEN ALDRITT	KDOR
Leslie Kaufman	Ks Coop Council

TRAFFIC SAFETY CORRIDORS

A Life-Saving Proposal by the City of Wichita and the Kansas Department of Transportation

Certain stretches of Kansas highways are notorious for excessive speeding, resulting in high collision rates and tragic outcomes of fatalities and injury. Other problems may also be present, such as poor highway design, over-utilized roadways which depart from originally intended traffic flow, or any other condition which causes the risk of fatality or serious injury on our roadways.

In several other states, the solution has been the creation of Traffic Safety Corridors (TSC), with the goal of providing safer traffic flows in high risk traffic areas.

One prime target area for this legislation is Highway 54, or Kellogg, as it bisects the City of Wichita from east city limits to west city limits. Because of its freeway design, this stretch of roadway sees a very large amount of daily traffic. An unacceptable number of motorists travel at excessive speeds, which too often results in spectacular collisions, serious injury and death.

While the Wichita Police Department actively enforces traffic violations on this stretch of highway, it is almost a futile effort. Enforcement is very dangerous for the Wichita Police Department due to the speeds being driven and the high volume of traffic. Wichita Police Department officers have been injured during enforcement activity on this road. It is very expensive for the City of Wichita and the Wichita Police Department to consistently monitor traffic on this roadway. The costs include officers' salaries, as well as equipment to check speed, and work traffic collisions.

The proposed legislation would give the Kansas Department of Transportation (KDOT) the ability to designate Traffic Safety Corridors within our State, on the request of local communities. The corridors will be posted as such, and any traffic violation within the corridor will carry a doubled fine. Diversion agreements for eligible motorists would still be allowed.

Local governments would submit \$25 from each TSC violation to a state-administered Traffic Safety Corridor Fund. The TSC Fund would provide resources to local law enforcement agencies for education and enforcement.

The Kansas Department of Transportation will periodically review designated corridors to validate their necessity.

KANSAS SAFETY CORRIDOR LEGISLATION
Submitted to the 2009 Kansas Legislature

Safety Corridor Act

Sec. 1 This act may be cited as the **Safety Corridor Act**.

Sec. 2 "**Safety Corridor**" is a segment of highway designated by the Department of Transportation as such. The Department of Transportation will establish criteria for the designation of safety corridors. Such criteria shall include but not be limited to accident rates and accident fatality rates. The Department of Transportation will use the same set of criteria on all highways when determining whether a segment of highway could be designated as a safety corridor.-

Sec. 3 **Establishment of Safety Corridor.** (a) The Department of Transportation may establish a highway safety corridor program, under which segments of highway may be designated by the Department as safety corridors

(b) The Department of Transportation shall have authority to designate highway safety corridors on highways that are designated as Interstate, federal, or state highways.

(c) A safety corridor shall not be designated on an Interstate, federal or state highway within the corporate limits of any city unless the governing body of such city has passed a resolution supporting the Department of Transportation to make such designation.

(d) Highways that are not Interstate, federal or state highways may be designated as safety corridors by the local governmental entity having jurisdiction over the highway. To be designated a safety corridor the local highway must meet the criteria established by the Department of Transportation. The Department of Transportation, upon request of a local governmental entity will determine if a local highway meets established criteria for the safety corridor designation. If a local highway meets the criteria to be designated a safety corridor, the local governmental entity is responsible for passing necessary ordinances or resolutions.

Sec. 4 **Fines to be doubled.** (a) For any traffic offenses or moving violations when committed within a safety corridor, the fine shall be double the scheduled amount.

(1) When an area of highway construction or repair is within a safety corridor, the fine for the moving violation shall be doubled only once.

(2) A court may not waive, reduce or suspend the minimum fine and/or court costs, as required by this section.

(3) A city, county, or district attorney shall not enter into a plea agreement permitting a person charged with a traffic offense or moving violation in a safety corridor,

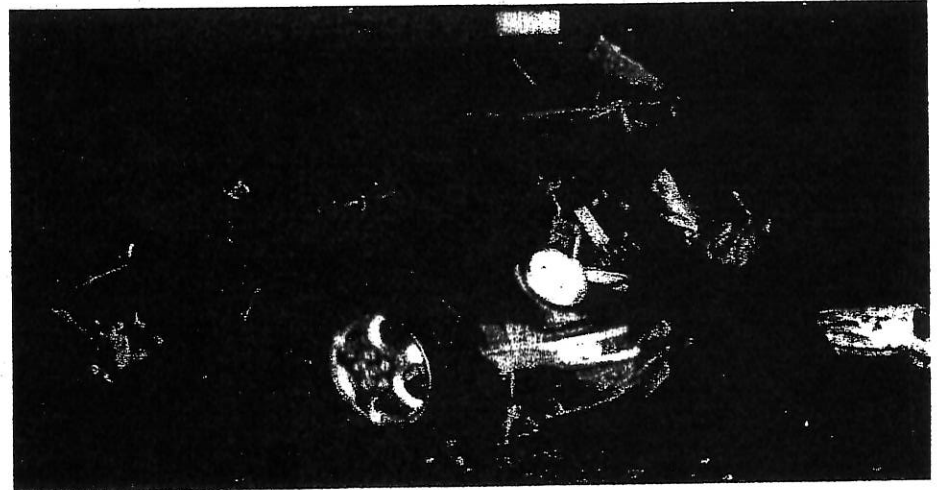
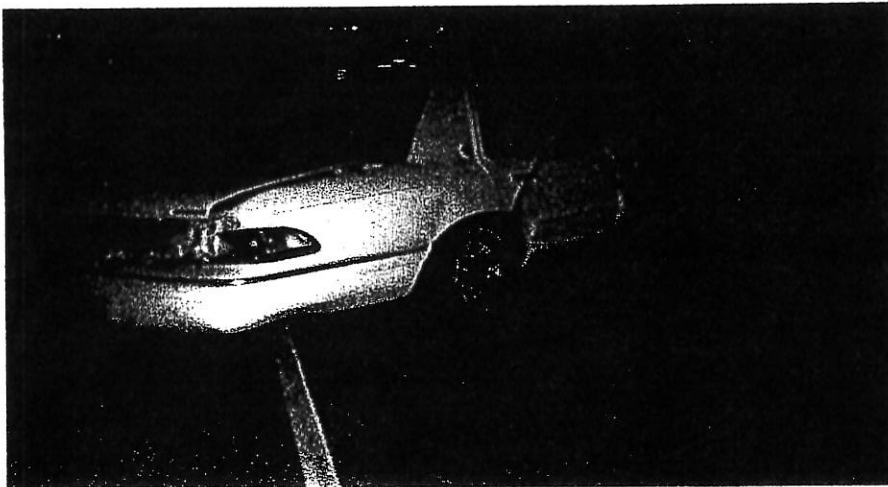
to avoid the double fine established by this section.

Sec. 5 **Notice.** (a) Signs shall be posted within designated safety corridors indicating fines for traffic offenses or moving violations committed within said corridors will be doubled.

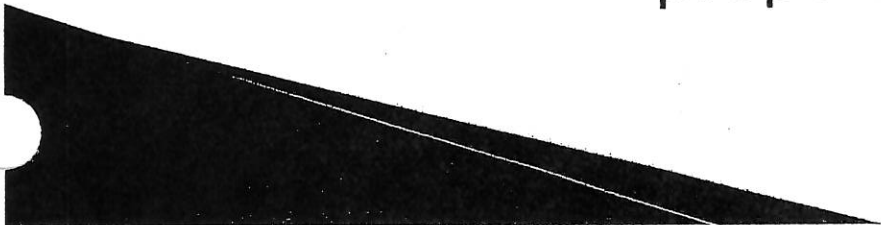
Sec. 6 **Safety Corridor Fund.** There is hereby created in the state treasury the "Traffic Safety Corridor Fund". All fines collected pursuant to this section shall be remitted to the state treasurer, in accordance with the provisions of K.S.A. 75-4215, and amendments thereto, who shall deposit the entire amount in the state treasury and credit \$25.00 to the Safety Corridor Fund. Any municipality or other government entity with an ordinance or resolution that is substantially similar to this section shall remit \$25.00 from each fine collected for such violation. The remittance shall be deposited in the State Treasury and credited to the Safety Corridor Fund. The fund shall be administered by the Department of Transportation. Proceeds deposited in this fund shall be used exclusively for programs, within designated safety corridors, including education, enforcement, and such other related measures and undertakings, as the Department of Transportation may deem appropriate. If a local highway is designated as a safety corridor pursuant to ordinance or resolution the local governmental entity may ask for a portion of the funds in the Safety Corridor Fund. If any funds are provided to the local governmental entity, the funds shall be used for programs within designated safety corridors, including education, enforcement, and such other related measures and undertakings.

Sec. 7 **Decommission.** (a) The Department of Transportation shall establish guidelines to evaluate whether an existing safety corridor continues to meet established criteria. If the Department of Transportation determines the criterion no longer applies to the segment, designation shall be revoked, the signage removed and the segment shall cease to be a safety corridor.

Traffic Safety Corridor

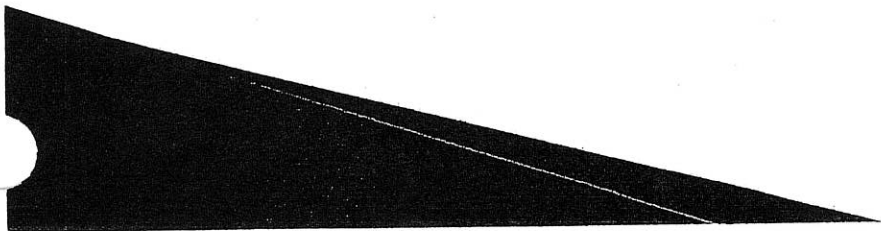


A common sense approach to
reducing traffic fatalities, injury and
property damage



Goals of a Traffic Safety Corridor

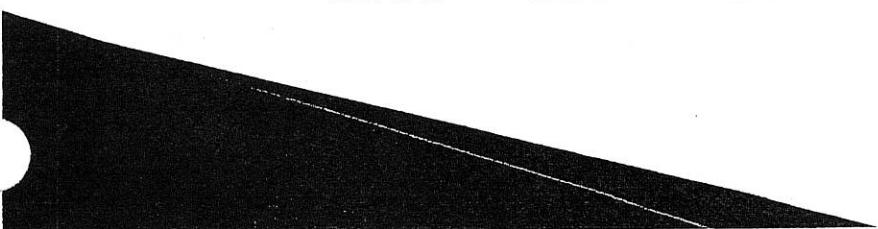
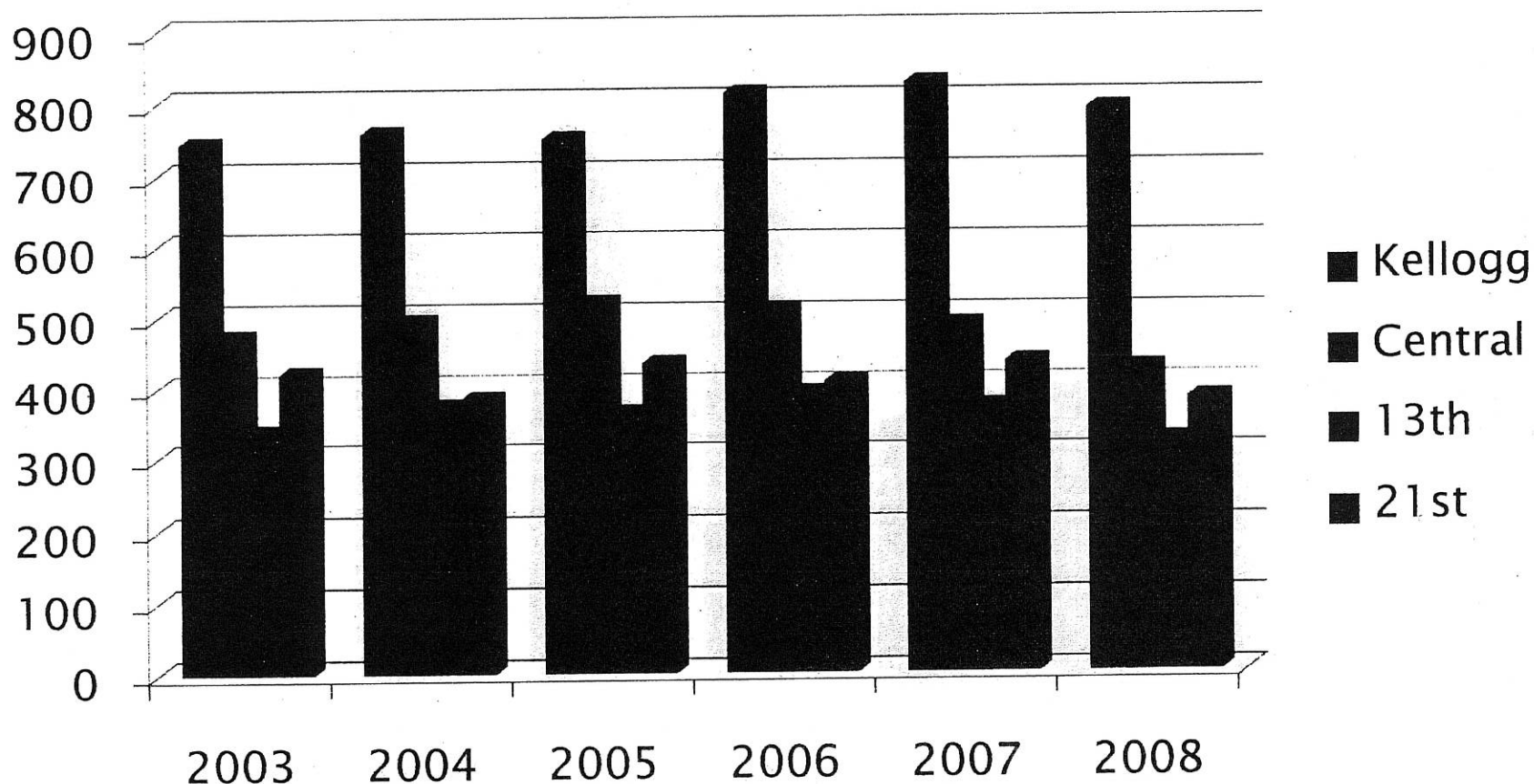
- ▶ Reduction in fatality and serious injury vehicle accidents.
- ▶ Emphasis on speed related infractions and other dangerous driving behavior
- ▶ Allow local communities to determine problem area, work with KDOT to solve it



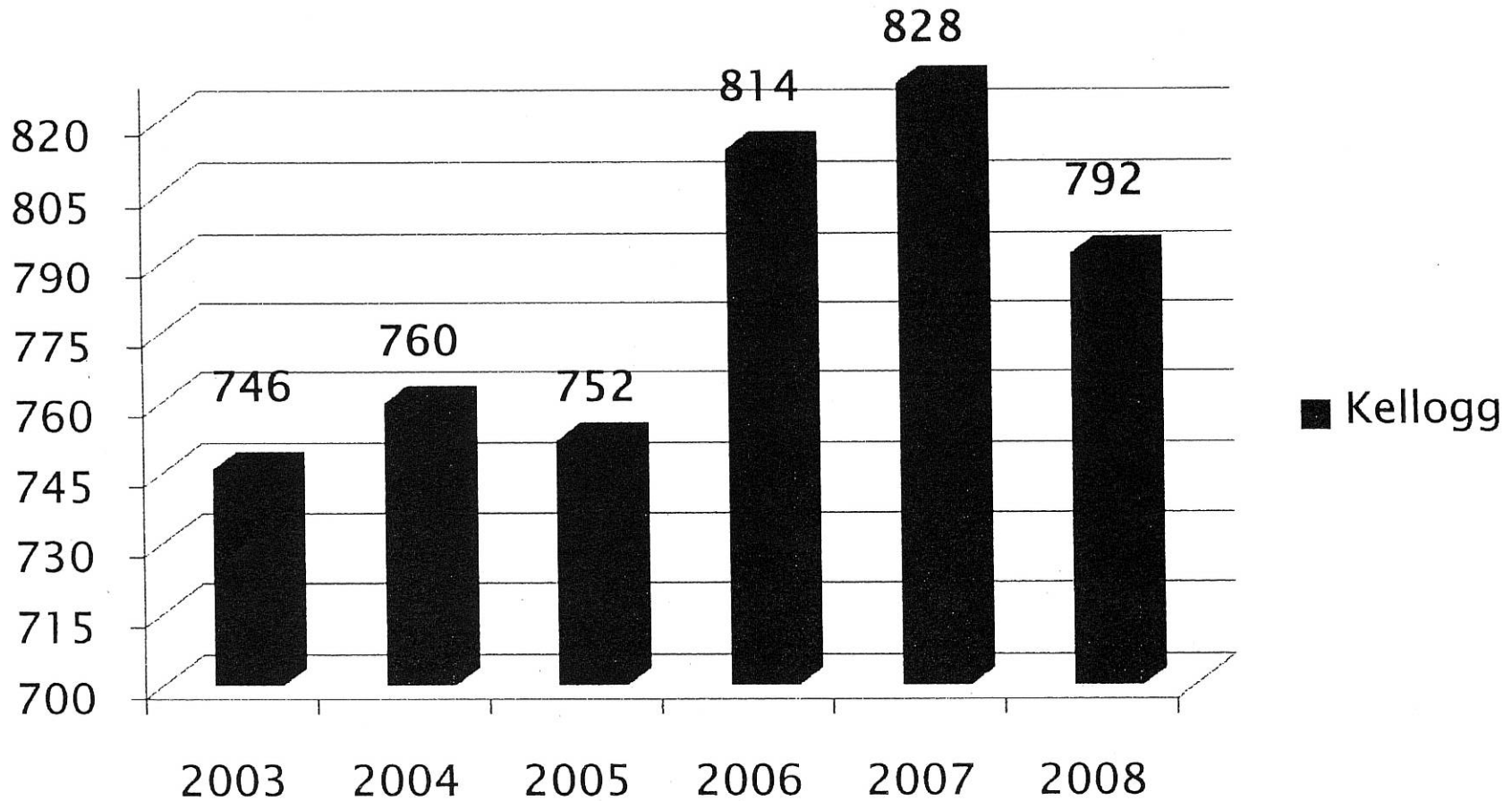
How it works

- ▶ Doubled fines
- ▶ Aggressive education effort (signs, public information campaign)
- ▶ Traffic Safety Fund
- ▶ Traffic Safety Corridor (TSC) would run on Kellogg from City limit east to City limit west. It could be applied to other problem areas across the state.

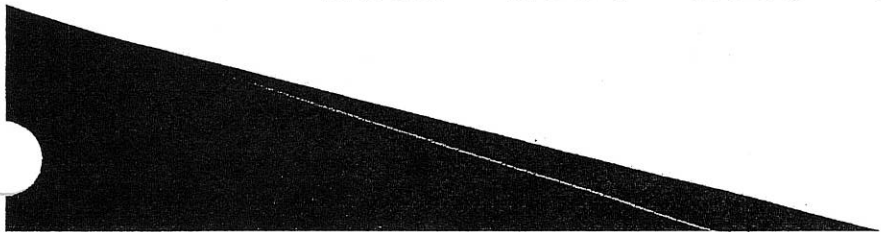
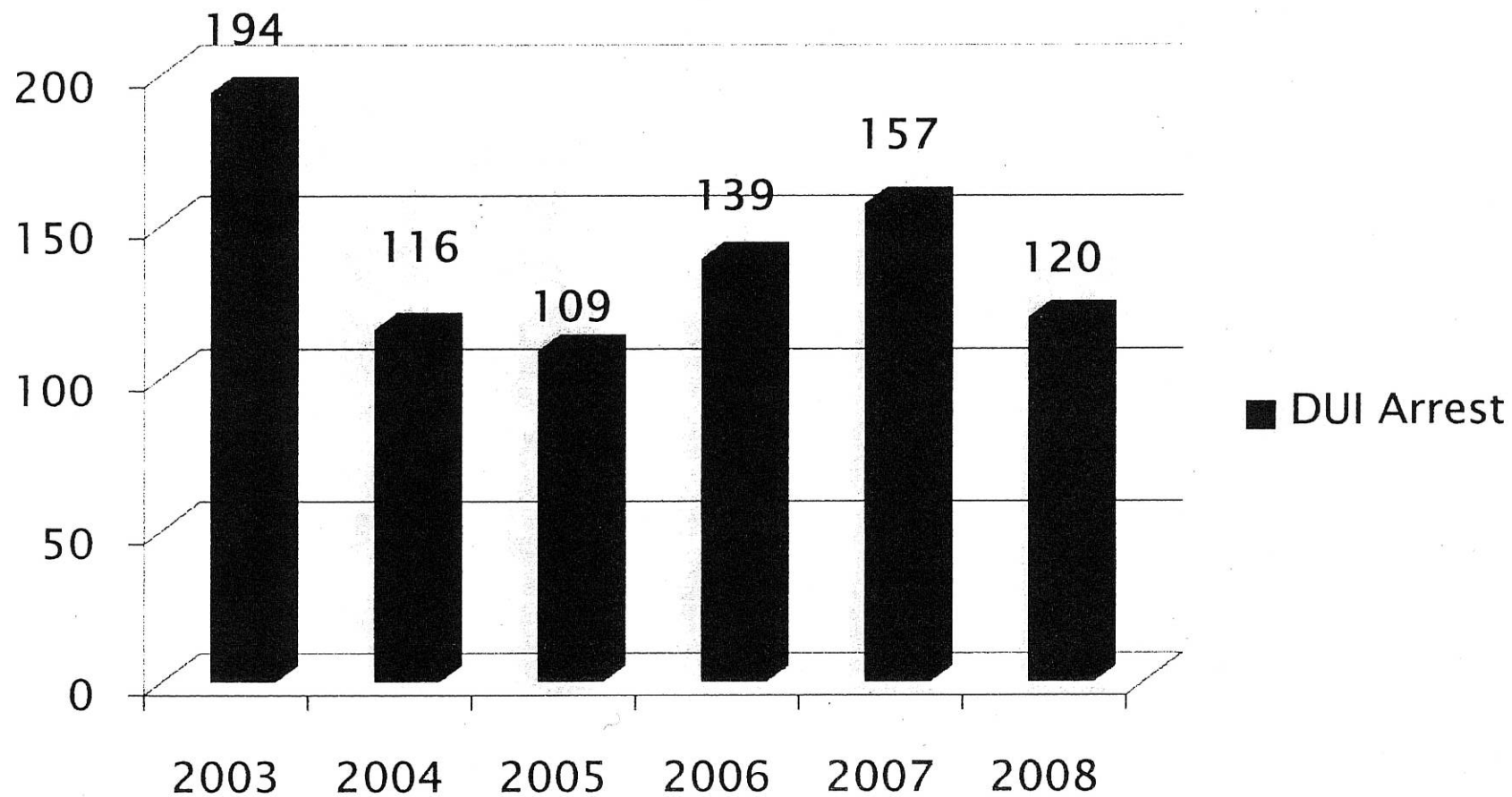
Comparison of Accidents on Kellogg to Accidents on Central, 13th and 21st Streets



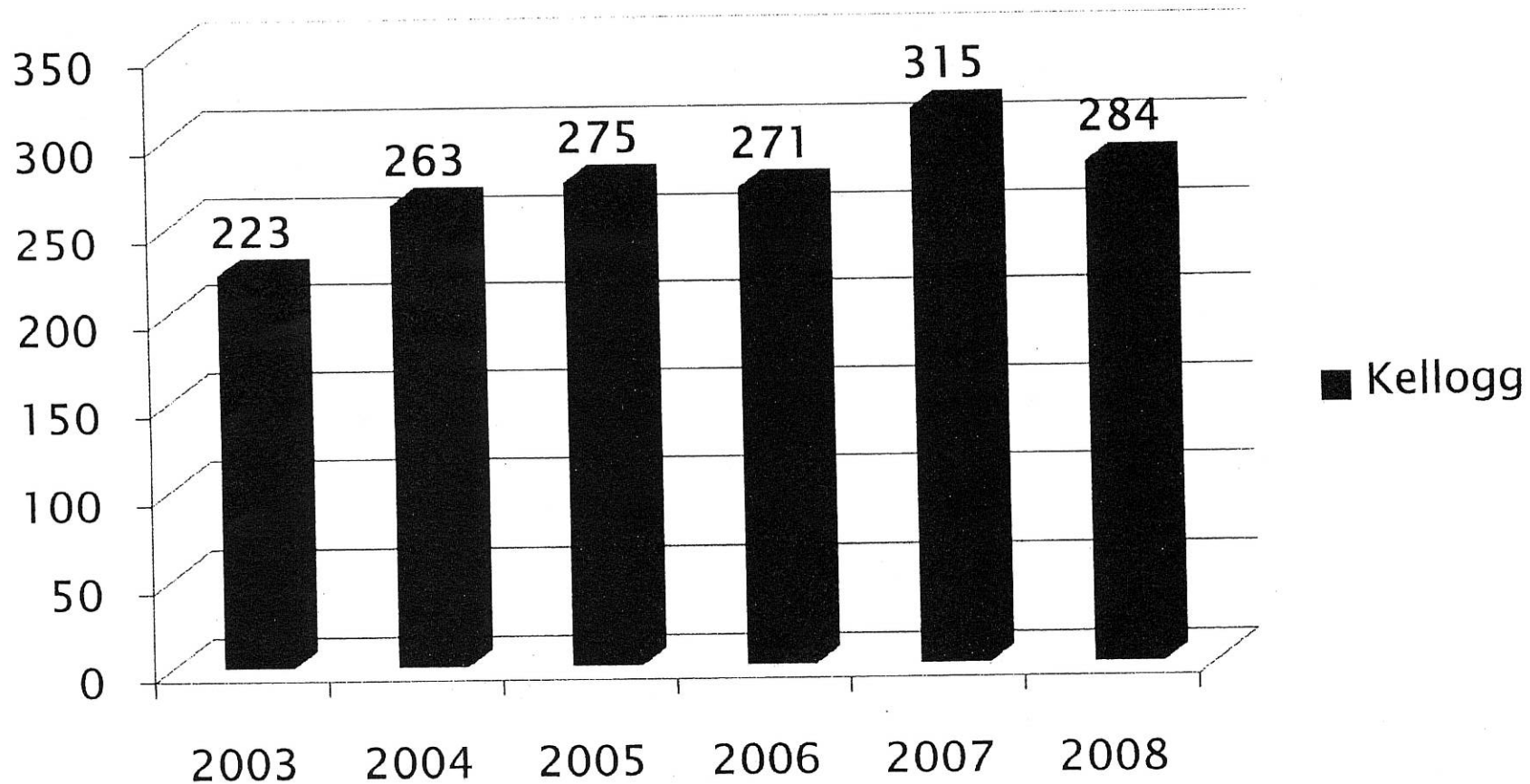
Accidents that require completion of state accident form on Kellogg



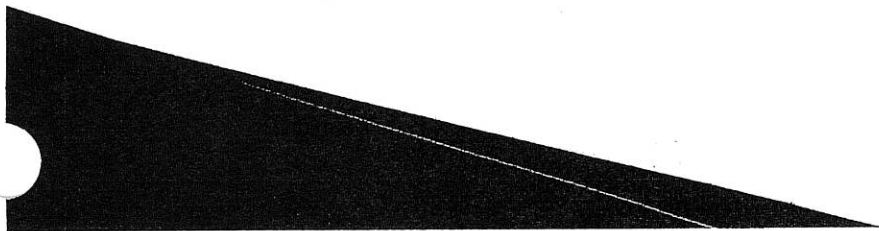
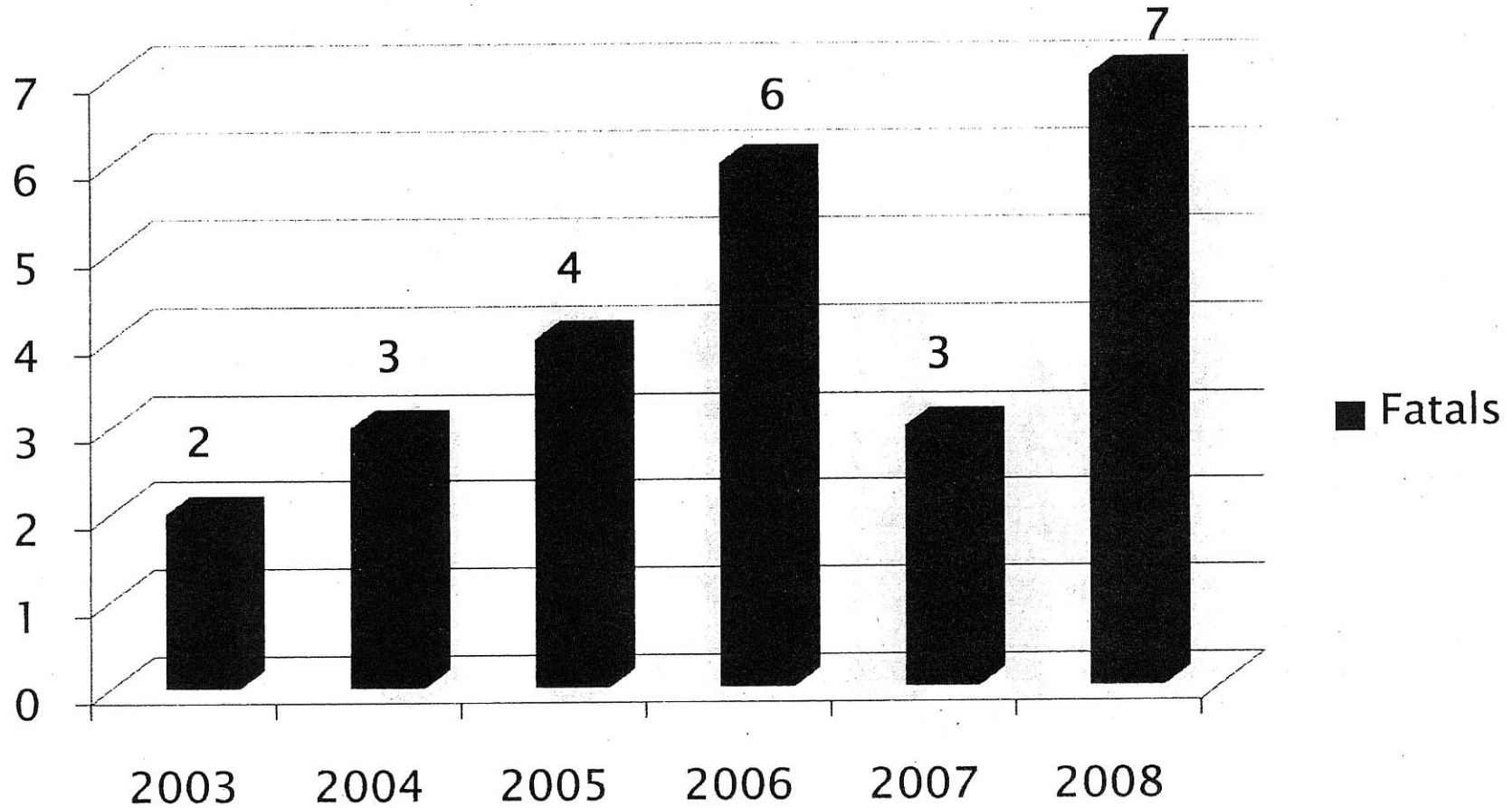
DUI Arrests on Kellogg



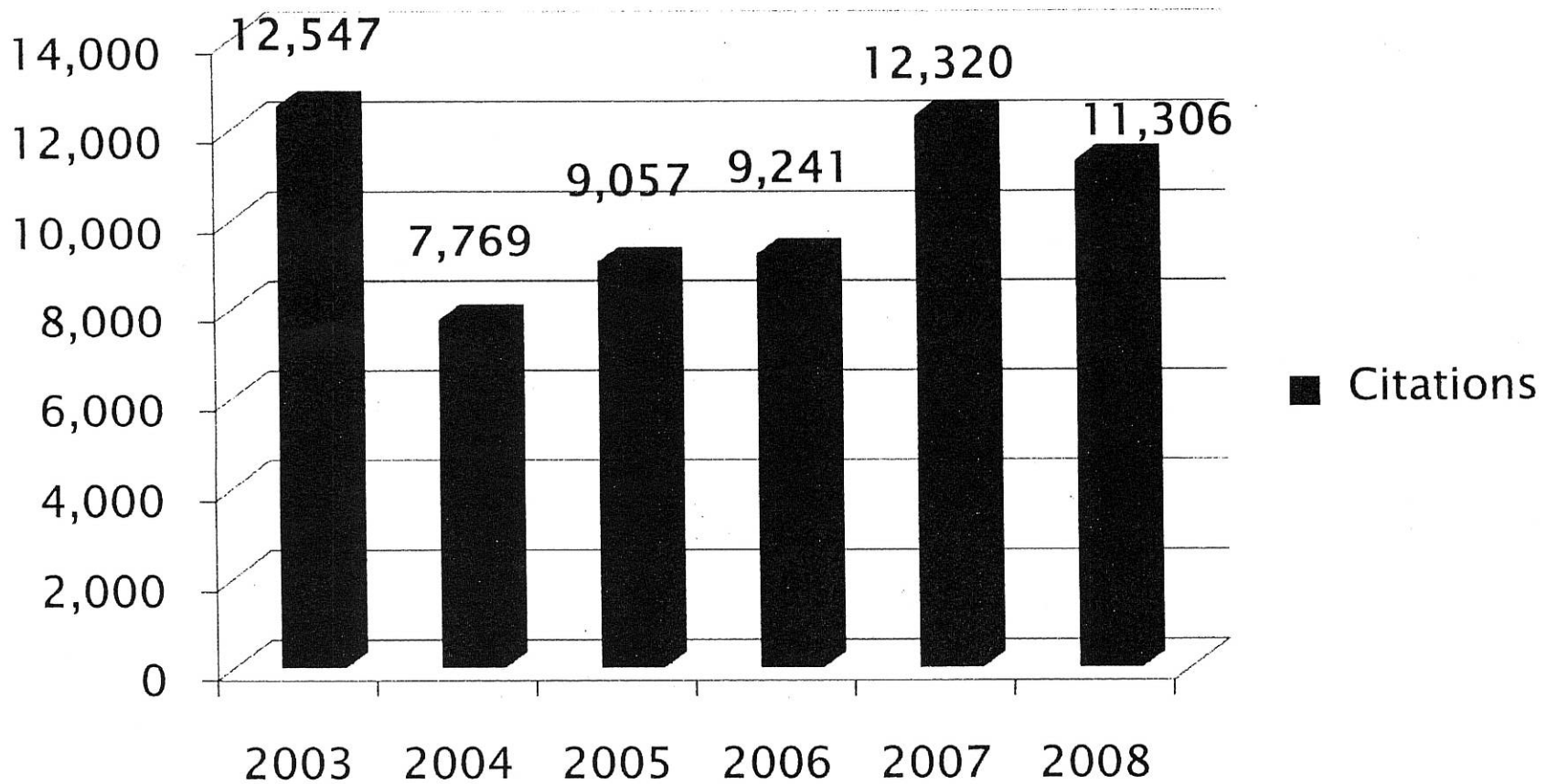
Injury Accidents on Kellogg



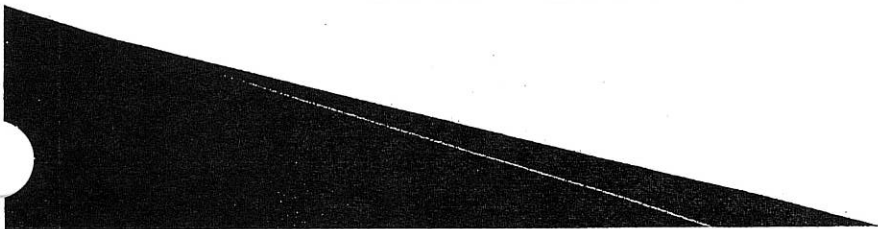
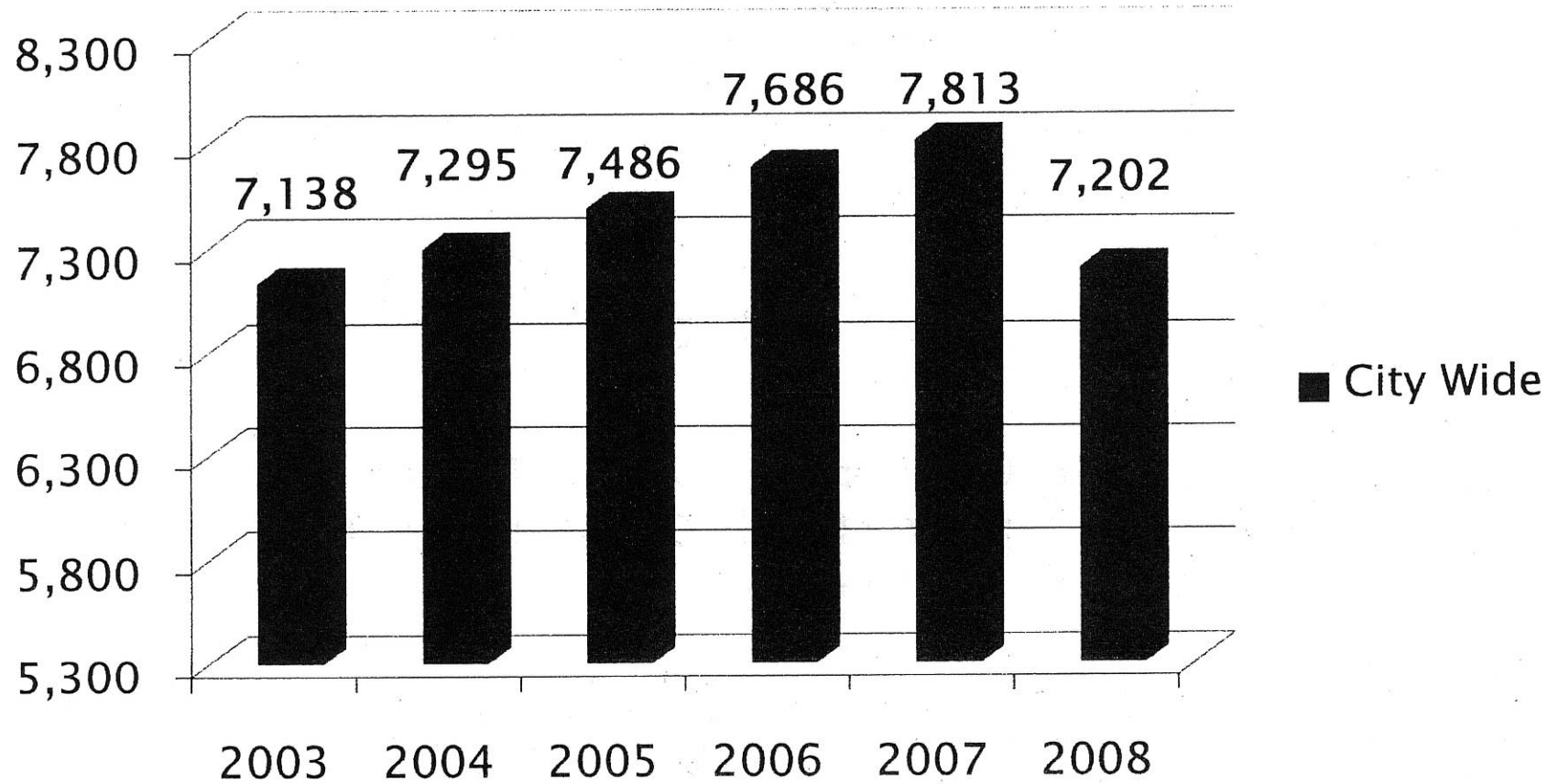
Fatality Accidents on Kellogg



Citations Issued on Kellogg



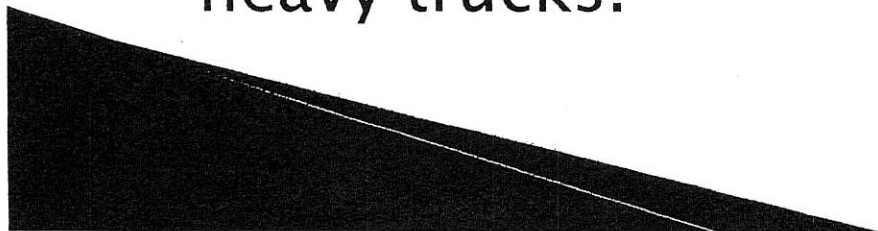
City Wide accidents requiring a state accident form



A TSC success story

New Mexico

- ▶ 17.1 percent decrease in the total number of collisions.
- ▶ 100 percent decrease in fatal collisions.
- ▶ 19.2 percent decrease in collisions involving injury and 14.3 percent decrease in collisions involving severe injury.
- ▶ 100 percent decrease in collisions involving heavy trucks.



SPECIAL COMMITTEE ON A NEW COMPREHENSIVE TRANSPORTATION PLAN

Summary of Conferee Testimony

The following is a staff summary of oral or written testimony to the Committee, in two sections:

- The first section summarizes testimony on policy considerations for a new plan, including funding.
- The second section summarizes specific improvements for which conferees sought funding.

Comments are grouped by topic, with additional specific information from the conferee (if any) summarized after the conferee's name and affiliation. This summary does not include every comment by each conferee. When the conferee made only general remarks about the topic, only the conferee's name, affiliation, and location are given. Within topics, remarks generally follow the order of conferee appearance. Numbers in italics indicate the number of comments.

The meeting where the testimony was presented is identified in each comment: W = Wichita, November 24, 2008; OP = Overland Park, December 5, 2008; GC = Garden City, December 15, 2008; P = Pittsburg, December 18, 2008; T = Topeka, January 8, 2009. A list of the 138 quoted conferees is provided at the end of this summary.

The table below indicates the starting pages of various topics.

Policy Considerations

<i>Topic</i>	<i>Page Number</i>
Broad Transportation Policy, including comments on the need for a comprehensive plan, regional solutions, and preservation of the current infrastructure.	3
Beyond Roads, including comments on intermodal and multimodal planning, transit, aviation, rail, and pedestrian and bike trails.	6
Economic Considerations, including comments on whether infrastructure improvements are good for the economy, economic considerations in choosing projects, competitiveness, flexibility, and affordable solutions.	10
General Policies on Funding, including comments on current local government spending on transportation and other topics.	13
How a Program Should Be Funded, including comments on funding primarily from taxes and fees on users and comments on specific revenue streams, including fuel taxes, tolls, sales tax, and other suggestions.	14
State Funding for Cities, Counties, and Local Transit Providers, including comments urging continuation of programs that send moneys to local governments and increases needed for specific programs.	16

Specific Improvements

Requests for specific improvements are listed in numeric order by highway number (where applicable) or generally in alphabetical order. Within this section, no details after the conferee's name and affiliation indicate the conferee said he or she supported general improvements to this road or project.

<i>Site or Type of Improvement</i>	<i>Page Number</i>
US Routes	20
Interstate Routes	26
K Routes	26
Other Road Improvements	30
Non-Road Improvements (Airports, Rail, Transit, and Other)	33

Broad Policy Considerations

Some sort of comprehensive transportation plan should be enacted in 2009. (25 + 54 resolutions)

- John Sweet, Lyons City Administrator; no program this year would mean additional delays in approval for much-needed projects such as geometric improvements, which take three or four years of municipal planning and have already been delayed a year because KDOT is not accepting applications for economic development or geometric improvement projects. (W)
- Mary Lou Reece, Reece Construction Co., Inc.; reducing the current program or not developing a new one would hurt the Kansas economy. (W)
- Jake Klaver, Klaver Construction Company, Inc.; with no highway program and "maintenance only" spending by KDOT, his company and others like it will have a loss year, meaning layoffs of laborers who then are likely to turn to public assistance; during the past ten years, five have been "average" (meaning replacing truly worn equipment, moderate year-end bonuses to employees, and limited profit-sharing) and three have been loss years. (W)
- John Deardoff, Hutchinson City Manager; it is critical for the state's future that a new plan be developed and appropriately funded. (W)
- Carol Voran, Chairwoman, Kingman County Commissioners; counties need some sort of state plan so that they can continue with their local planning. (W)
- Brett Reber, President, McPherson Industrial Development Co., for the City of McPherson and McPherson County. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; "You were bold in 1989 and 1999 and the dividends are readily apparent. Please be bold again in 2009." (OP)
- Dave Dillner, Edgerton City Administrator. (OP)
- Cindy Green, Lenexa City Council President. (OP)
- Marcia Bernard, Transit Manager, Unified Government. (OP)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso). (GC)
- Howard Partington, Great Bend City Administrator; all should work with the congressional delegation to see that the federal government also steps forward with a new transportation program that will benefit Kansas. (GC)
- Jeanette Siemens, Kiowa County Economic Development Director; businesses are waiting for crucial highway siting decisions to be made before they make their own siting decisions, and a state plan is needed for those decisions to go forward. (GC)
- Steve Lohr, Executive Director, SEK-CAP. (P)
- James AuBuchon, Executive Director, US Sixty-Nine Highway Association of Kansas; a new comprehensive plan is an opportunity to keep people working and maintain a pace of steady improvements to the transportation infrastructure for safety and efficiency. (P)
- Dr. Howard Smith, Assistant to the President/Legislative Liaison, Pittsburg State University. (P)
- Fred Gress, Parsons City Manager; to discontinue the investment in the transportation system would have "catastrophic" negative consequences. (P)
- Geoffrey Hines, Pittsburg Area Young Professionals; such a plan is critical to economic development. (P)
- Rep. Robert Grant; much will depend on what federal officials do with the federal comprehensive transportation plan. (P)
- Gene Ramsey, Mayor of Ottawa; a new program will assist communities with economic development, and address serious maintenance issues as a result of declining funds, safety issues created by aging infrastructure, and job creation through public works construction. (T)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; the State delivered on what was promised in the 1989 and 1999 programs, earning trust at the state and local levels; a new program should maintain that tradition. (T)

- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; that plan should include a decision-making model that matches the intermodal thinking of employers and that allows tough decisions to be made (as Saline County is making with its two-mile grid system); the plan also should meet the unique needs of industrial users, such as minimal turns and immediate rail access for windmill blades; it should have a shorter planning cycle to allow Kansas to be aggressive in attracting new business. (T)
- Glen Tyson, Kansas County Highway Association; the last two transportation programs have saved lives and spurred economic development; a program is needed to keep from having bad roads. (T)
- Larry Uri, Concordia City Manager and representing Cloud County and Cloud County Economic Development Council; a new plan should be approved; the Concordia area was transformed by the most recent ten-year plan; more than 3,000 trucks a day go through Concordia, and that will increase. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; because of Kansas' central location and low-cost labor pool, Kansas can be a major player in the transportation industry; a new plan that identifies critical transportation projects and develops a committed funding source is necessary for the state to remain competitive; without such a plan, the state will lose market share, tax revenue, and jobs. (T)
- Resolutions supporting enactment of a new comprehensive transportation program were presented by these localities: Lyons (W); Sterling (W); Hutchinson (W); Reno County (W); Lansing (OP); Edgerton (OP); Miami County (OP and P); Paola (OP); Louisburg (OP); Atchison (OP); Atchison County (OP); Mission (OP); Wallace County (GC); Pratt and Pratt County (GC); Russell County (GC); Russell (GC); Ford County and Dodge City (GC); Oakley (GC); Park (GC); Grainfield (GC); Grinnell (GC); Gove County (GC); Gray County (GC); Fort Scott (P); Arma (P); Crawford County (P); City of Ottawa (T); Salina and Saline County (T); the Greater Fort Riley Communities (Geary County, Riley County, Pottawatomie County, Junction City, Manhattan, Wamego) (T); Dickinson County, Abilene, Carlton, Chapman, Enterprise, Herington, Hope, Manchester, Solomon, Woodbine (T); Hiawatha (T); Brown County (T); Seneca (T); Emporia (T); Lyon County (T); Lawrence and Douglas County (T)

Create a one-year plan; work on a ten-year comprehensive plan next year.

- Shelby Smith, Founder, Economic Lifelines; state finances are in disarray, and federal intentions are unknown; for Kansas to receive federal train capital funding, projects must be in the state plan, but the findings and recommendation from the Amtrak/KDOT study are yet unknown. (T)

Regional, broad transportation solutions are necessary. (18)

- Bernie Koch, Vice President for Government Relations, Wichita Metro Chamber of Commerce; major employers are geographically dispersed. (W)
- Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization; regional efforts must include rail and air transportation. (W)
- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; there is an emerging economic development triangle between I-135, K-96 and US-50 highways; area businesses draw workers from throughout the region. (W)
- Tim Witsman, President, Wichita Independent Business Association and the Kansas Independent Business Coalition; a project 100 miles away could open a significant artery of commerce for a region; employees often travel significant distances. (W)
- Russ Tomevi, Winfield Director of Public Works/ Engineering; such improvements enhance the regional economy. (W)

- Heather Morgan, Leavenworth County Administrator; Leavenworth, Wyandotte, Johnson, Douglas, and Miami Counties are participating in a transportation study; Leavenworth County supports the US24/40 corridor management plan and the improvements to I-70 and K-7. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; transit systems must interact with each other, and regional planning is under way; Johnson County has adopted a five-year strategic plan for public transit service improvements. (OP)
- Mell Henderson, Director of Transportation, Mid-America Regional Council; enhance the region's role as a center for goods movement. (OP)
- Jim Wise, Chairman, Miami County Board of Commissioners; traffic on K-68 is overflowing because of economic development in Johnson County, and more is expected with the development of the intermodal facility. (OP)
- Troy Carlson, President and Chief Executive Officer, Initiatives, Inc., consultant to Harvey County; there is an emerging economic development triangle between I-135, K-96, and US-50 highways, with polymers and health care being among the prominent industries; this area is comparable to the Kansas City metro as a growing and integrated community; the area is part of the NAFTA supercorridor; regional planning for this growth and transportation integration is essential for efficient use of transportation dollars. (OP)
- Bob Pivonka, Mayor of Larned; about 1,200 employees commute to Larned State Facilities, but only 55 percent of them live in Pawnee County, a significant number commute from Great Bend, and others come from as far as 60 miles. (GC)
- Howard Partington, Great Bend City Administrator. (GC)
- T. Kim Goodnight, Chairman, Ford County Commissioners; cities of southwest Kansas have interconnected economies and rely on transportation. (GC)
- David Crase, Mayor of Garden City; a new plan should focus on regional economies; Garden City, Dodge City, and Liberal have formed a coalition for representation on regional needs and to spread the word about the area's economic value; southwest Kansas has many commuters and bedroom communities that need good roads for access and safety. (GC)
- Fred Gress, Parsons City Manager. (P)
- Rep. Robert Grant; the state needs to finish US-69, US-169, and US-75 for economic development purposes; businesses follow roads. (P)
- Greater Fort Riley Communities; regional plans have been and are being developed, in part due to the buildup at Fort Riley (which has an economic impact of \$1.43 billion) and the awarding of the National Bio and Agro-Defense Facility (NBAF) to Manhattan. (T)

Complete the current comprehensive transportation plan. (4)

- John Deardoff, Hutchinson City Manager; Hutchinson, McPherson, and Inman have invested many years and financial resources into the K-61 project, and it should be finished. (W)
- Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce; should additional federal funding become available, it should first be applied to projects for which building could begin quickly, such as K-61 and recently established KDOT district priorities, thus providing jobs. (W)
- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; US 69 from 75th St. to 119th St. - significant work has been done and more than \$30 million spent to date; in April 2008, KDOT and the city agreed to share the cost of completing the final design; these improvements are needed for safety and to reduce congestion, which cripples economic growth. (OP)
- Jim Hix, Council President, City of Overland Park; US 69 from 75th from 119th should be completed; without improvements, commute times will more than double because of congestion, and the current high quality of life is a major economic draw for the area. (OP)

Preserve and maintain the current infrastructure. (11)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas; this is the top priority. (W)
- Jill Nichols, Rice County Economic Development Director; increased truck traffic increases the risk of disrepair on K-96 between Lyons and Sterling, and two bridges need repair. (W)
- John Deardoff, Hutchinson City Manager; the state needs to include as part of its program a mechanism that provides adequate funding for maintenance. (W)
- Dave Dillner, Edgerton City Administrator; it may take a small town such as Edgerton years to save just for the matching funds for grant opportunities to maintain existing streets and roads. (OP)
- Mell Henderson, Director of Transportation, Mid-America Regional Council (OP)
- Bryan Dyer, Community Development Director, City of Merriam; the city includes major arterial streets, and it strains the city's budget to maintain them; consider basing shared resource amounts on usage and condition rather than flat amounts. (OP)
- Steve Phillips, President, Kansas Association of Airports; maintaining current airport pavements will cost about \$6 million a year, to be adjusted for inflation and asphalt/concrete construction costs. (GC)
- Howard Partington, Great Bend City Administrator. (GC)
- Joe Cabrinha, Member, Atwood City Council; maintain especially US-36 and K-25. (GC)
- Bob Strevey, Decatur County Economic Development Corp.; preserve US-36 and the right-of-way already purchased along it. (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc. (P)

Base a new plan on planning that has been done. (3)

- Mell Henderson, Director of Transportation, Mid-America Regional Council; that work includes KDOT's Long-Range Transportation Plan and the Kansas City region's long-range transportation plan, *Transportation Outlook 2030*. (OP)
- Chris Leaton, Member, Spring Hill City Council; the city's transportation plan could be incorporated into a state comprehensive plan; the city plan complements KDOT's planning (OP)
- Fred Backus, County Engineer, Unified Government; state and local governments must cooperate in planning, e.g., for property acquisitions and access closures that will be needed for an eventual freeway on K-7. (OP)

Congestion and air quality must be addressed.

- Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization. (W)
- Mike Vinson, Director of Transit, City of Wichita Transit Services; public transportation also reduces the need for additional transportation infrastructure. (W)

Keep current state roads in the state system.

- Carol Voran, Chairwoman, Kingman County Commissioners. (W)

Beyond Roads

Encourage intermodal and multimodal planning. (11)

- Shelby Smith, Founder, Economic Lifelines; shift policy from highway improvements to a long-range economic development transportation plan. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; south central Kansas and specifically Harvey County has a confluence of rail assets that could be better utilized; freight to Kansas City's "inland port" will increase opportunities; the airport in Newton is used by private and corporate jets, plus smaller airports contribute to the current infrastructure. (W)

- Tim Witsman, President, Wichita Independent Business Association and Kansas Independent Business Coalition; the coalitions support an approach that includes aviation, rail, and transit. (W)
- Russ Tomevi, Winfield Director of Public Works/ Engineering; short-line rail services and aviation are very important to the local economy; rail keeps heavy trucks off the local roads. (W)
- Ed Peterson, Johnson County Commissioner; integrate all modes to provide a balanced transportation system; seek local input. (OP)
- Mell Henderson, Director of Transportation, Mid-America Regional Council; ensure residents have a menu of options for how they move about the community. (OP)
- Martin Rivarola, Community Development Director, City of Mission; support a significant increase in the allocation of resources toward multi-modal transportation alternatives, such as public transit and bike/pedestrian infrastructure; this shift is essential to sustainable redevelopment in urban areas and first-ring suburbs; offering multi-modal transportation is an economic development tool plus has environmental and health benefits. (OP)
- Howard Partington, Great Bend City Administrator; Great Bend finds aviation, public transportation, and "hike and bike" important. (GC)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; consider all transportation modes as important parts of the total transportation system; the viability of small towns and cities depends on being able to land medical transport airplanes; senior citizens are more isolated without transit. (T)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; a project may have highway, rail, transit, and aviation needs; building separate "silos" around each of these modes of transportation does not reflect the reality of employers' site location/ expansion decisions. (T)
- Greater Fort Riley Communities; continue to identify and fund multi-modal projects at appropriate levels. (T)

Increase the role of transit in the state plan. Its use is expected to continue to grow. (11)

- Paul Faber, Executive Vice President for Heartspring and Chairman of the Board of the Kansas Public Transit Association; in 2007, the more than 140 member agencies provided more than 10 million rides. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; Amtrak use is expected to continue to increase. (W)
- Ed Peterson, Johnson County Commissioner; ridership growth and service demand is unprecedented, e.g., the K-10 Connector service between Lawrence and Johnson County campuses, started in January 2007, has exceeded all expectations and is currently at 84 percent of capacity. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; many transit riders have no other options to get to work and medical appointments; aging baby boomers are expected to increase demand. (OP)
- Dave Dillner, Edgerton City Administrator; low income and elderly residents do not have the means to access jobs, medical offices, or even a grocery store, so a Johnson County connection to Edgerton is needed. (OP)
- Marcia Bernard, Transit Manager, Unified Government; Unified Government Transit is expanding service to western Wyandotte County to ease problems with access to (mostly service industry) jobs; the recent fuel crisis increased ridership to standing-room-only levels and ridership has not decreased with declines in fuel costs; not only is the population aging, but more and more passengers use transit for chemotherapy or dialysis; economic growth is at risk without increased transit. (OP)
- Bonnie Burgardt, Director, Finney County Transit; Garden City's fixed route has provided more than 40,000 rides so far this year; many of the community's 15-30 newcomers a week are dependent on transit for every activity except getting to work (because Tyson provides a bus for work); riders build community by talking while they are on the bus; the new Regional Dispatch Center will ensure efficient use of government-funded vehicles in 19 counties for uses such as

getting people to medical centers far from where they live; public transit affordably gets people to and from jobs, which keeps them off public assistance; costs per trip for paratransit services are approximately \$10, which is not affordable for the people who need the service and \$1 is charged. (GC)

- Ron Straight, Transportation Manager, Developmental Services of Northwest Kansas; approximately 10 percent of Kansas counties are without any form of public transportation services; last year his service's ridership was up 21 percent, compared with a national average of 6 percent, and has stayed up despite fuel price decreases; industries need transportation for their workers; those needing to go long distances for medical treatment face significant transportation challenges; a model from Minnesota may be valuable in allowing volunteers to receive up to the federal mileage rate. (GC)
- Steve Lohr, Executive Director, SEK-CAP; 6.4 percent of households in the 12-county service area are without any form of transportation; riders are transported to work, medical and dental services, Head Start, congregate meal sites, and other locations; ridership increased 31 percent within the past 12 months; the service's maintenance facility in Girard is large enough to house a dispatch coordinator for the multiple services in southeast Kansas. (GC)
- Penny Evans, Miami County Engineer; 40 percent of Miami County workers go to Johnson County to work, but only one route each way of transit is available. (OP and P)
- Sharon Brown, Mayor of Clay Center; transit is especially important for elderly and disabled residents. (T)

Retain and increase aviation transportation funding. (11)

- John Sweet, Lyons City Administrator; this is supported by the Kansas Aviation Association. (W)
- Russ Tomevi, Winfield Director of Public Works/ Engineering. (W)
- Steve Phillips, President, Kansas Association of Airports; under the current plan, the Airport Improvement Program receives \$3 million annually, but it takes \$6 million to do the same work \$3 million did ten years ago, and KDOT received more than \$6 million in pavement maintenance grant applications last year; 52 airports in 52 rural counties lack all-weather access, which means no air ambulance service unless the weather permits; global positioning systems have eliminated the need for ground facilities, thus reducing costs for all-weather services, so the association proposes five airports per year over the next ten years achieve all-weather capability; aviation receives 0.22 percent of KDOT's total budget. (GC)
- Bob Pivonka, Mayor of Larned; KDOT is an important partner in airport improvement projects and KDOT funding is critical to many municipal airports that do not receive Federal Aviation Administration funding. (GC)
- Jeanette Siemens, Kiowa County Economic Development Director; continued support for aviation is important to rural areas for growth and sustainability. (GC)
- Joe Cabrinha, Member, Atwood City Council; Atwood encourages the continuation of current fund matching, i.e., 5 percent joint city/county funding for Federal Aviation Administration grants. (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; SEK Inc. supports continued efforts to make emergency air transportation available to all Kansans and to upgrade instrument approaches and runways to more airports. (P)
- Ken Brock, CEO, Names and Numbers; Kansas needs safe and attractive airport facilities as welcoming "front doors" to business; use of local airports allows his multi-state business to remain located in southeast Kansas; long runways accommodate big planes owned by big companies with many employees; all-weather facilities mean the state is open for business 24/7; good fuel prices and fixed base operators (aviation "gas stations") also are important. (P)
- Mike Hershey, Cessna Aircraft Company; now potential customers must travel by car two hours after they have reached an airport to reach the plant; closer airports need upgrades to their terminals, instrument landing capability, navigational aids, and other improvements. (P)

- Shelly Buhler, Shawnee County Commission Chair; support the Kansas Association of Airports Improvement Program to increase funding for airport infrastructure. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; continue federal and state funding for airport improvements. (T)

Support rail. (12)

- Carol Voran, Chairwoman, Kingman County Commissioners; use of short-line railroads eliminates road damage; local industries need better access to existing rail infrastructure. (W)
- Shelby Smith, Founder, Economic Lifelines; trains move weight more efficiently than cars or trucks; it is unacceptable to not have passenger rail service to the state's capital or its largest city. (W)
- Alfred James III, professional geologist; petroleum supplies are not growing as quickly as demand, and rail is more efficient; Kansas needs to join states such as Oklahoma and Missouri who aid in funding passenger rail service. (W)
- Bob Pivonka, Mayor of Larned; Larned supports actions to clear the bottleneck in rail service in Wichita. (GC)
- T. Kim Goodnight, Chairman, Ford County Commissioners; the Cimarron Valley Railroad needs assistance with track upgrades. (GC)
- Joe Cabrinha, Member, Atwood City Council; viable short-line rail lines are vital to local economic stability. (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; SEK Inc. recommends the existing short line rail program increase annual spending from \$3 million to \$5 million and allow access to the fund to communities, rail customers and owners of industrial parks, with matching grants, for improvements to yards, sidings or capacities. (P)
- Jim Zaleski, U.S. 400 Corridor Association; the current foundation must be built upon or the state risks losing on its investments. (P)
- Pat Cedenno, Vice President of Growth Initiatives, Watco Companies; there have been no transfers into the KDOT's rail improvement program since July 1, 2007; the program is a good investment and should be increased to \$5 million soon and eventually to \$7 million to account for inflation; program funds have been used primarily to maintain and preserve short-line railroads; all three Class I railroads within the state support the program; the program should be changed to make grants/loans available to railroad customers, communities (for congestion and safety), and owners of industrial parks (to attract business); each rail car moves the amount carried in four trucks, reducing maintenance costs for highways. (P)
- Pam Henderson, Mayor of Pittsburg; expansion of communities' access to rail is viewed as an increasing need in both the short and long term; funding of rail linkages is critical to the growth of manufacturing. (P)
- Rick Koch, Sabetha City Commissioner and President of Sabetha Industrial Development; Sabetha lost a \$100 million ethanol plant to Iowa because the railroad would not service the site. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; both the new Hill's Pet Nutrition Plant (\$100 million, 100+ jobs) and the REG biodiesel fuel plant (\$70 million, 35 jobs [although construction is on hiatus due to the credit crunch]) required rail access; many industries considering Emporia ask about rail access; passenger rail service is cost-effective and will bring travel back to thousands who do not or cannot drive; other rail improvements that need to be funded include quiet zones and underpass improvements for safety; continue funding for improvements such as sidings and train sets. (T)

Support transportation systems that include pedestrian and bike alternatives. (5)

- Russ Tomevi, Winfield Director of Public Works/ Engineering; enhanced funding would allow locals to tie trail projects together to improve the safety, environment, and health of inhabitants. (W)

- Martin Rivarola, Community Development Director, City of Mission; support a significant increase in the allocation of resources toward multi-modal transportation alternatives, such as public transit and bike/pedestrian infrastructure; offering multi-modal transportation is an economic development tool plus has environmental and health benefits. (OP)
- Howard Partington, Great Bend City Administrator; Great Bend finds aviation, public transportation, and "hike and bike" important. (GC)
- Fred Gress, Parsons City Manager; improvements in a new plan should be not just in highways but also in rail, air, and rural and urban hike/bike trails. (P)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; increase funding to local governments for pedestrian and bike transportation improvements. (T)

Tie transportation investment to local land use and environmental objectives.

- Mell Henderson, Director of Transportation, Mid-America Regional Council; promote early integration of environmental, social, and cultural opportunities into planning and project development, "we're not just building projects, we're building a community." (OP)

Economic Considerations

Improvements to the state's transportation infrastructure will be good for the state's economy. (13)

- Pat Hurley, Executive Director, Economic Lifelines; a new comprehensive transportation plan should not be delayed; the 1989 and 1999 programs were implemented during economic downturns, and each created more than 100,000 jobs; "Investing in transportation in tough times sets us up for success in good times." (a quote from Oregon's governor) (W)
- Mary Lou Reece, Reece Construction Co., Inc.; the estimate of 42-47 employees per million dollars of transportation spending seems reasonable; design-build favors larger, out-of-state companies; reducing the current program or not developing a new one would hurt the Kansas economy. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; construction contractors and engineering firms already are laying off employees, and some are going out of business; KDOT's emphasis on practical improvements is an appropriate adjustment on the design side. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; transit services are critical to economic development; income not spent on commuting can be additional disposable income. (OP)
- Peter Solie, President, Gardner Area Chamber of Commerce, and Tom Riederer, President, Southwest Johnson County Economic Development Corporation; funding for an interchange at I-35, access road improvements, and other projects for the intermodal facility at Gardner is vital; the intermodal project will lead to growth in employment, tax revenue, and ancillary development; federal approval of Burlington Northern Santa Fe's (BNSF's) permit is expected in March or April; some related development already has begun. (OP)
- Jim Hix, Council President, City of Overland Park; improvements to US 69 are critical to the future of Johnson County; those improvements are low-risk, high-return. (OP)
- Jennifer Schartz, Barton County Commissioner; the county needs investment by the state in roads and highways to continue economic growth. (GC)
- Brandon Buchanan, Oakley City Administrator; improvements to US-83 are vital to economic development of western Kansas. (GC)
- Liberal City Commissioners Larry Koochel and Don Rash; southwest Kansas needs good roads and highways to survive. (GC)
- Mark Coberly, Gove County Commissioner; remember that agriculture is still vital to the state's economy, agriculture is doing relatively well as a economic sector now, and much of the state's agricultural production is in western Kansas. (GC)

- Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association; transportation infrastructure jobs are good jobs. (GC)
- Dave Bunn, Director of Economic Development, City of Fort Scott; at the least, the past transportation plan reduced the negative economic trend as compared to what it would have been. (P)
- Ann Charles, Great Plains Industrial Park; transportation will be key to the success of redevelopment of the former Army Ammunition Plant in Labette County. (P)

Spending on transportation infrastructure does not lead to economic growth within a state.

- Alan Cobb, Americans for Prosperity - Kansas; although Kansas has achieved excellent roads, it also has higher debt per capita than in surrounding states, the highest fuel tax in the region, and the second highest income taxes in the region; studies find very little correlation between spending on transportation infrastructure and the rate of economic growth for the state as a whole, although projects may help their localities. (OP)

Economic opportunities should be considered in choosing state-funded transportation projects. (7)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas; the Legislature also should develop a set of parameters for state funding of transportation infrastructure, rather than choosing a specific list of projects. (W)
- Mell Henderson, Director of Transportation, Mid-America Regional Council; consider economic, environmental, and social health as a framework for new transportation investments, placing the highest priority on those investments that promote progress in all three of those areas. (OP)
- Alan Cobb, Americans for Prosperity - Kansas; the state should do cost-benefit analyses before projects are undertaken, using the U.S. Department of Transportation's model. (OP)
- Fred Gress, Parsons City Manager. (P)
- Joe Mitchell, Mayor of Seneca; support programs that will enable communities to not only maintain their current economic positions, but also foster growth and expansion within those communities; rural economies depend on good transportation; Seneca needs \$1 million per block to replace its 94-year-old brick streets and has twice not been selected for this transportation enhancement project, but delay of this renovation negatively impacts the downtown commercial district, as determined by a recent market analysis study. (T)
- Cliff Mayo, Finney County Commissioner; population must not be the only criterion for choosing road enhancements. (GC)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC); Steve Beykirch, Chairman of the Board, Pittsburg Area Chamber of Commerce; Ann Charles, Great Plains Industrial Park (P); Crosby Gernon, Mayor of Hiawatha (T); many requests for proposals from businesses who might locate in an area ask distance from a four-lane highway; communities with no four-lane access are at an immediate disadvantage.

Think about national and global competitiveness when determining priorities under a new comprehensive transportation plan. (7)

- Karyn Page, President/CEO, Kansas World Trade Center, Inc.; nearly all Wichita trade is drayed to/from Kansas City, resulting in costs higher than shipping costs to/from Asia; Wichita-area exports constituted 53 percent of total Kansas exports in 2006. (W)
- Mickey Dean, Executive Director, Harvey County Economic Development Council; Kansas City's emergence as an inland port increases intermodal opportunities in many parts of the state. (W)
- Mary Lou Reece, Reece Construction Co., Inc.; Kansas' strength lies in being able to get goods and services to other parts of the country. (W)
- Bob Pivonka, Mayor of Larned; a bottleneck in rail service in Wichita has meant a grain shipment has taken as long as 45 days to go from Larned to Coffeyville, while a similar shipment to the West Coast has taken two weeks. (GC)

- Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association; the commodities Kansas produces require good transportation infrastructure to get them to markets. (GC)
- Mike Hershey, Cessna Aircraft Company; senior company management could hold down investment in the Independence plant because it sees limits on the number of workers from which it can draw - better transportation would reduce that potential detriment; some employees drive as far as 1.5 hours each way to work. (P)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; for a recent project, KDOT could offer a \$500,000 low-interest loan for transportation enhancements, but the other state being considered offers a \$1.2 million grant, of which only \$240,000 needs to be local match. (T)

Keep flexibility in the plan to allow communities and the state to better take advantage of economic development possibilities. (8)

- Ed Peterson, Johnson County Commissioner. (OP)
- Dave Dillner, Edgerton City Administrator; include flexibility in the modes of transportation to address specific needs. (OP)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC)
- Steve Phillips, President, Kansas Association of Airports; \$2 million a year should be dedicated to airport infrastructure linked to economic development activities. (GC)
- Howard Partington, Great Bend City Administrator. (GC)
- Steve Cottrell, City Engineer, Garden City; Garden City lost a \$400 million cheese plant to Greeley, Colorado, in part because road improvements could not be made in a timely manner; consider funneling economic development road improvement dollars through the Department of Commerce. (GC)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce (T)
- Sharon Brown, Mayor of Clay Center; flexibility also is needed to meet emergency maintenance needs. (T)

Seek affordable solutions. (6)

- Tom Swenson, American Council of Engineering Companies - Kansas; KDOT's emphasis on practical improvements is an appropriate adjustment on the design side. (OP)
- Howard Partington, Great Bend City Administrator; KDOT should be commended for fresh thinking, such as 2-foot shoulders rather than 6-foot shoulders on roads with little traffic; the cost of maintenance of such improvements must be kept in mind. (GC)
- Steve Cottrell, City Engineer, Garden City; "practical design" allows many "good" projects as opposed to a few "perfect" ones; using practical design could lessen costs for needed four-lane roads, e.g., use a dead lane to separate traffic with double centerline rumble strips to save costs for right of way. (GC)
- Dennis Lauver, President/CEO, Salina Area Chamber of Commerce; Saline County has reduced its need for state assistance for roads and bridges, but it should not be "punished" for that. (T)
- Joe Nold, Dickinson County Commissioner; an effort should be made to modify the federal manual of standards for low-volume roads, and that effort should involve the Legislature and congressional officials; the Kansas County Highway Association and the Kansas Local Technical Assistance Program have already developed a low-volume road manual, and KDOT understands these issues. (T)
- Steve Roberts, Brown County Commissioner; not all roads and highways need to meet federal specifications; the county has three bridges on its five-year plan and, if the bridges must meet federal specifications, the cheapest will cost about \$350,000. (T)

Funding

General Policies on Funding

Local governments already spend significant amounts on transportation and cannot handle all of the increasing expenditures for needed projects. (10)

- Ed Peterson, Johnson County Commissioner; Johnson County and its cities invest nearly \$50 million per year on maintenance and construction of infrastructure; numerous cities had enacted local sales taxes and other funding streams for infrastructure. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; amounts needed for commuter and expanded services to elderly and disabled passengers will require funding from county, state, and federal government. (OP)
- Dave Dillner, Edgerton City Administrator; Edgerton, current population 1,788, cannot afford a needed grade separation for BNSF trains, with an estimated cost between \$13.4 million and \$25.4 million for a 20-year bond issuance; long trains block all crossings, and fire department response to a proposed 585-home subdivision could be very slow. (OP)
- Dawn Kuhn, President, Shawnee City Council; any new program must address the "funding gap" between needs and costs; Shawnee will be unable to fund its annual street resurfacing program in 2009 and has reduced what it plans to spend for new street capacity and safety projects for the next five-year period. (OP)
- Jennifer Schartz, Barton County Commissioner; one example is a two-mile sand road maintained by Buffalo Township which is being used by 340 vehicles a day, including 73 big trucks, as a short cut between US 281 and US 56-156; the road is really unsafe for heavy traffic; an additional 1,000 vehicles use Boyd Road and would continue onto the two-mile sand section if it were paved. (GC)
- Howard Partington, Great Bend City Administrator; bridge inspections alone have local costs of \$21,000 a year. (GC)
- Dave Bunn, Director of Economic Development, City of Fort Scott; the city is investing in the \$355,000 US-69 study. (P)
- Joe Nold, Dickinson County Commission; Dickinson County has a source of high-quality limestone used by many counties for their road programs; many 80,000-pound trucks use the road (1400 Avenue) to the quarry, but income to the county for the mining is minimal; the county is willing to trade maintenance of this road for maintenance of K-43. (T)
- Dudley Feuerborn, Chairman, Anderson County Commissioners; a state route should be constructed between Garnett and Burlington; the current county-maintained route carries more traffic than the local state route; the county's total budget is only \$7 million and its population 8,000, so costs for fixing roads and bridges are prohibitive. (T)
- Daniel Holub, Marion County Commissioner, and Glen Tyson, Kansas County Highway Association; Kansas counties own and maintain 109,000 miles of roads (87 percent) and 19,650 bridges (77 percent); in general, county roads and bridges have been deteriorating since the 1970s despite cutbacks in the numbers of miles maintained, staff, and grader routes; heavy farm equipment, oil and gas production, and increased use of trucks to haul grain due to railroad abandonment have increased road maintenance costs dramatically; an asphalt overlay on a four-mile stretch from Tampa to K-15 used by a major agricultural facility is expected to cost \$6 million, and the county's *ad valorem* tax for the 2009 budget is less than \$6.5 million. (T)

Delaying a program could significantly increase costs. (3)

- David Unruh, Sedgwick County Board of Commissioners. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; the cost to build has been increasing at rates far exceeding the increase in the consumer price index; projects only get more expensive. (OP)
- Chris Leaton, Member, Spring Hill City Council; right of way in southern Johnson County is relatively cheap now, and road developments are needed in the area. (OP)

Explore ways to capture the state revenues generated from economic development projects to assist with local transportation needs. (2)

- Greater Fort Riley Communities; some retailers are unwilling to consider a transportation development district because of competitive margins. (T)
- Glen Tyson, Kansas County Highway Association; counties need ways to recover for road damage caused by industries and capture long-term revenue from the value of their improvements. (T)

Do not impose a two-mile grid on counties. (2)

- Joe Nold, Dickinson County Commissioner. (T)
- Glen Tyson, Kansas County Highway Association; perhaps some bridges can be closed, but most of the roads need to be left in place so farmers have access to their property. (T)

Consider developing regional funding streams to use for regional projects.

- Ed Peterson, Johnson County Commissioner. (OP)

Reducing regulation on gravel and sand extraction would decrease construction costs.

- Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association; under current law, 19 percent of landowners within a certain radius of a proposed extraction site (which could mean only one landowner) can block development; this has led to monopolies and therefore higher prices in some counties for sand and gravel, an important component of transportation infrastructure costs. (GC)

How a Program Should Be Funded

The State should continue to fund transportation primarily from taxes and fees on users. (4)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas. (W)
- Bob Dixon, Mayor of Greensburg. (GC)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; a new program should be dependable and adequately financed with an appropriate share of user-based tax revenues. (T)

Specific Revenue Streams:

Fuel taxes and other current user fees. (9)

- John Sweet, Lyons City Administrator; the gasoline tax is a tax on users and probably could be increased by 1¢-2¢; local governments cannot supplement KDOT program fund shortfalls with increased property taxes. (W)
- Tom Swenson, American Council of Engineering Companies - Kansas; while a system by which motorists pay per mile has increasing support, the implementing infrastructure is years away, and the motor fuel tax is the closest we have to a user fee; with reduced prices, the timing is right for an increase; the tax on a gallon of gas as a percentage of total price is only a fraction of what it was in the past; other traditional sources such as vehicle registration fees and sales taxes also should be considered. (OP)
- Ed Peterson, Johnson County Commissioner; transition the motor fuel tax from a volume-based rate to a cost-based rate. (OP)
- Dawn Kuhn, President, Shawnee City Council; user fees such as fuel tax should be increased, and those increased fees should be distributed to state and local units of government. (OP)
- Earl Willis; the tax on fuels should be updated to reflect current costs; if an amount collected from the tax is not needed in a given year, "bank it." (GC)

- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; fuel tax increases could be unpopular with sellers near state lines, but Kansas citizens expect roads that are better than those of other states. (P)
- Jeff Morris, Coffeyville City Administrator; pursue options other than a fuel tax because of the negative effect on border communities. (P)
- Salina/Saline County resolution; increase Kansas' highway use tax, vehicle license tax, or both; make long-term plans to replace the per-gallon gas tax with a tax on the miles driven by each car and truck. (T)
- Glen Tyson, Kansas County Highway Association; revenues from any fuel tax increase should be shared with cities and counties, because much of the fuel is used in traveling on county roads and city streets; provide additional use-based revenues. (T)

Tolls. (8)

- Tom Swenson, American Council of Engineering Companies - Kansas; tolling should be considered for any new highway or major bridge; tolls on existing highways should not be ruled out. (OP)
- Ed Peterson, Johnson County Commissioner; provide local authority to enact tolls, especially for new regional corridors; also consider adding new road sections to the KTA system. (OP)
- Penny Evans, Miami County Engineer; this should be considered for bi-state projects, such as K-68 over to US-71 in Missouri. (OP)
- Bob Dixon, Mayor of Greensburg; tolling of portions of US-54 likely would be acceptable. (GC)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); such a user fee would not be out of line, even though people would grumble; however, a toll on US-54 would divert users to US-50. (GC)
- David Crase, Mayor of Garden City; tolling US-54 would work only if it were the only four-lane route. (GC)
- Larry Hoeme, Scott County Commissioner; limited access highways only push loads onto county roads not designed to handle heavy traffic, at county expense for upkeep. (GC)
- Salina/Saline County resolution; expand toll road plans to take advantage of the fact that much of the traffic on Kansas highways is simply passing through Kansas. (T)

Sales tax. (7)

- Ed Peterson, Johnson County Commissioner; a dedicated sales tax should be considered; there is a direct nexus between the transportation system and the economy. (OP)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); start with a one-cent sales tax on fuel and raise it every three months until it reached a limit; fuel prices are so volatile that few would notice. (GC)
- David Crase, Mayor of Garden City; the cities in the southwest coalition (Garden City, Liberal, Dodge City) have talked about a special sales tax for transportation improvements. (GC)
- Jeff Morris, Coffeyville City Administrator; for border communities, a sales tax would be better than a fuel tax increase. (P)
- Fred Gress, Parsons City Manager; Parsons already has an additional sales tax that provides \$200,000 annually for street improvements; all types of funding must be studied and considered. (P)
- Salina/Saline County resolution; give local governments the option of a sales tax increase for transportation needs. (T)
- Greater Fort Riley Communities; examine applying local and state sales tax rates to fuel sales and using the proceeds for transportation. (T)

Local fuel taxes. (2)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas; consider giving local governments the authority to tax motor fuels. (W)
- Gene Ramsey, Mayor of Ottawa; any such tax should also be authorized by local vote. (T)

Tax Increment Financing (TIF) and Transportation Development Districts (TDDs).

- Tom Swenson, American Council of Engineering Companies - Kansas; TIF and TDDs are other financing mechanisms or tools to get things done and spread the costs differently. (OP)

Dedicated income tax.

- Ed Peterson, Johnson County Commissioner; there is a direct nexus between the transportation system and the economy. (OP)

Aviation fuel tax.

- Steve Phillips, President, Kansas Association of Airports; aviation fuel currently is not taxed per gallon (however, aviation fuels are subject to the state sales tax, and these moneys go into the General Fund); a 3-cent tax on the 63 million gallons sold each year would raise \$1.9 million a year. (GC)

Introduce a "severance" tax on wind energy.

- David Crase, Mayor of Garden City (GC)

Press Congress to strengthen federal transportation funding and give Kansas its fair share.

- Salina/Saline County resolution (T)

Plan a major state bond issue for road, bridge, and other transportation needs.

- Salina/Saline County resolution (T)

Consider repeal of property tax exemptions for industries that adversely affect roads.

- Glen Tyson, Kansas County Highway Association (T)

State Funding for Cities, Counties and Local Transit Providers

The KLINK, Geometric Improvement, and other programs that send moneys to localities are very important to local governments. (24)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas (W); Heather Morgan, Leavenworth County Administrator (OP); Joe Cabrinha, Member, Atwood City Council (GC); Junior Strecker, Scott City Mayor, also representing Scott County (GC); Wiley McFarland, Gray County Commissioner (GC); Kris Marple, Wilson County Coordinator (P); the State should preserve its shared revenue program with cities and counties for transportation.
- Rod Willis, City Manager, City of Sterling. (W)
- John Deardoff, Hutchinson City Manager; avoid the temptation to further reduce funding to cities and counties, specifically funds from the state gasoline tax, funding needed to maintain the local road infrastructure. (W)
- Ken Bernard, Mayor, City of Lansing; protect maintenance funds for cities and counties. (OP)
- Fred Backus, County Engineer, Unified Government; programs such as KLINK, economic development, and safety are vital and complement local projects and federal programs such as the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ). (OP)

- Bob Pivonka, Mayor of Larned; Larned greatly appreciates and hopes the Legislature will support continuing KDOT programs including KLINK, the Surface Transportation Program, Highway Safety Audits, Traffic Engineering Assistance Program, the Geometric Improvement Program, and the Economic Development Program. (GC)
- Howard Partington, Great Bend City Administrator; do not let the shared revenue fund be raided for other purposes. (GC)
- Gary Berning, Leoti City Council Member; the district must build a new elementary school at its school campus site, so the town is already financially challenged and a geometric improvement project is needed. (GC)
- Joe Cabrinha, Member, Atwood City Council; an improvement of 1,500 feet of US-36 in Atwood cost \$1.4 million, and the city's entire budget is \$1 million, so the geometric improvement program is essential. (GC)
- Steve Cottrell, City Engineer, Garden City; the amount Garden City receives through the Special City and County Highway Fund is the equivalent of 5.7 mills in Garden City and 3.0 mills to Finney County, which would be a combined 6.6 percent increase to a resident of Garden City. (GC)
- Wiley McFarland, Gray County Commissioner. (GC)
- Jeff Morris, Coffeyville City Administrator; funding for these programs should continue. (P)
- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; the city is grateful for the Connecting Link, Safe Routes to School, airport, and "Hometown Heritage" signage programs. (P)
- Bill Beasley, Public Works Director, City of Pittsburg; 29 lane miles of approximately 140 miles of Pittsburg streets are covered in a state connecting link agreement, and the funds received are an important part of the street operating budget; as of May 2007, an additional \$2 million or \$500,000 a year is needed to bring city streets to an acceptable level; recently the city combined funds received from a transportation enhancement grant with a KLINK grant to improve six blocks in downtown, which provided a stimulus for private investment; making KLINK funds available allows state and federal highways to be improved with minimal state involvement. (P)
- Fred Gress, Parsons City Manager; a commitment to continued funding of these programs is of utmost importance. (P)
- Tim Schook, Arma City Administrator; the city/county highway fund is vital for communities and needs continued funding; without this, very large property tax increases would be necessary; economic development fund moneys should be made available to communities with populations less than 2,000 so that streets and roads may be developed for expansion purposes. (P)
- Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties; Special City and County Highway Fund revenues are absolutely critical to counties and cities for ongoing maintenance of local roads and bridges; without it, there would be increased pressure to raise property taxes. (T)
- Mark Hatesohl, Mayor of Manhattan; protect existing programs including KLINK, economic development, safety, and geometric improvements; the economic development and geometric improvement programs in particular have been important in the local area with the buildup of Fort Riley (expected to reach a peak of 55,600 soldiers by 2012, a population increase of about 30,000 in the area). (T)
- Joe Nold, Dickinson County Commissioner; the bridge cost sharing program uses federal dollars for 80 percent of the cost, which then requires the project meet federal standards; an effort should be made to modify that federal manual of standards for low-volume roads. (T)
- Crosby Gernon, Mayor of Hiawatha; continued funding for the geometric improvement and transportation enhancement grant programs helps communities with projects they otherwise could not complete, such as Americans with Disabilities Act improvements in downtown Hiawatha and projects that enhance economic competitiveness; smaller communities depend on the Special City and County Highway fund to help with annual street repairs and improvements. (T)

- Larry Uri, Concordia City Manager and representing Cloud County and Cloud County Economic Development Council; the city's five-year transportation plan (submitted to KDOT) for street improvements counts on Surface Transportation Program and Bridge Replacement funds. (T)
- Joe Mitchell, Mayor of Seneca; please support the Transportation Enhancement, Economic Development, Geometric Improvements, and KLINK programs. (T)
- Sharon Brown, Mayor of Clay Center. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; continue T21 funding for transportation enhancements; maintain existing state programs, especially those that assist with economic development. (T)

Make the state/local matching funds program a priority. (2)

- Jill Nichols, Rice County Economic Development Director; the 80/20 match program allows counties to do bridge and overlay projects that otherwise would not be done. (W)
- Russ Tomevi, Winfield Director of Public Works/ Engineering; the state's matching share has not increased with inflation, e.g., asphalt overlay was \$35/ton in 2005, \$72/ton in 2008; such increases mean the city falls behind on its infrastructure maintenance. (W)

Increases are needed in the reimbursement rate for the City Connecting Links program. (6)

- Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas (W)
- John Sweet, Lyons City Administrator; the program itself helps ensure proper maintenance and is needed. (W)
- Russ Tomevi, Winfield Director of Public Works/Engineering. (W)
- Dale Bunn, Director of Economic Development, City of Fort Scott. (P)
- Joe Cabrinha, Member, Atwood City Council; Atwood has not received its payments in at least ten years. (GC)
- Jeff Morris, Coffeyville City Administrator; costs have dramatically increased but the amount has not increased since 2000. (P)

Specialized transit service providers have shared the same dollar amount since 2001, \$6 million. (4)

- Paul Faber, Executive Vice President for Heartspring and Chairman of the Board of the Kansas Public Transit Association; member agencies need at least \$16 million-\$23 million a year, indexed to inflation. (W)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association (OP)
- Marcia Bernard, Transit Manager, Unified Government; the Unified Government has used its share to operate its fixed route; it has identified the need for more funding for additional hours of service, including weekends and evenings; fuel cost increases meant spending the full budgeted amount for the year by May 2008; state transit providers are meeting to come to consensus on a suggestion to allot public transit dollars on some combination of population and ridership (the current allocation is based on population). (OP)
- Dale Bunn, Director of Economic Development, City of Fort Scott; increase funding for transit. (P)

Funding limits for KDOT participation for KLINK resurfacing, geometric improvement, economic development, revolving loan, and system enhancement programs need to be increased. (3)

- John Sweet, Lyons City Administrator. (W)
- Dale Bunn, Director of Economic Development, City of Fort Scott. (P)
- Joe Nold, Dickinson County Commissioner; remove the artificial lid on the amount in the revolving loan program; the enabling statute does not limit the amount of capitalization or sunset the fund; this program allowed the county to do five years worth of asphalt road repair in one year, before the roadway deteriorated beyond what routine maintenance could fix. (T)

Implement a state/locality cost-share program to adequately maintain other streets and roads with rising costs and limited local resources. (4)

- Rod Willis, City Manager, City of Sterling; assistance is needed for residential streets. (W)
- Bryan Dyer, Community Development, City of Merriam; residential streets; the city supports partnering with the state, MARC, KDOT. (OP)
- Kris Marple, Wilson County Coordinator; approximately 40 miles of old state highways transferred to the county; consider increasing the number of miles under state maintenance. (P)
- Shelly Buhler, Shawnee County Commission Chair; increase the share of transportation revenues to city and county governments for use to address local transportation needs. (T)

Continue with the Statewide County Five-Year Construction Program.

- Cheri Rhea, Sharon Springs City Council Member. (GC)

Restore the demand transfer.

- Glen Tyson, for Osage County, Osage City and Osage County Economic Development; this money was withheld in 2002, putting a severe strain on county budgets across the state; of the \$350,000 Osage County would have received, Road and Bridge would have gotten \$235,000. (T)

Specific Improvements Requested

Note: Within this section, no details after the conferee's name and affiliation indicate the conferee said he or she supported general improvements to this road or supported the project.

US Routes

US-24 (3)

- Greater Fort Riley Communities; improvements and upgrades are needed from Wamego through Manhattan; extend the existing four lanes near Tuttle Creek Dam to the intersection of US-77 (4 miles east of Riley). (T)
- Shelly Buhler, Shawnee County Commission Chair; improve the corridor from Manhattan to Lawrence according to recommendations from the two corridor studies; access is being and should be studied, especially for industrial users. (T)
- Sharon Brown, Mayor of Clay Center; a 70-year-old viaduct in Clay Center that carries approximately 6,500 vehicles a day, including many large trucks, has deteriorated and needs to be replaced; the viaduct was over railroad tracks that are no longer used, so a surface road probably could replace it; there is no viable alternative route for the US-24 traffic. (T)

US-36 (4)

- Joe Cabrinha, Member, Atwood City Council; US-36 in and near Atwood includes a hill; an improved line of sight, another 1,000 feet of geometric improvement, would greatly increase safety, particularly as the hospital is in that area. (GC)
- Bob Strevey, Decatur County Economic Development Corp. and member of the US-36 Highway Association Board of Directors; US-36 is vital to economic development in northwest Kansas; it is now I-72 in Indiana and will be four lanes through Missouri in 2010; many use it as an alternative to I-70 and I-80. (GC)
- Crosby Gernon, Mayor of Hiawatha; four lanes are needed from Wathena west to US-75; by the end of 2010, US-36 will be four lanes through Missouri and Illinois; industry site selection teams frequently ask about distance from a four-lane highway. (T)
- Joe Mitchell, Mayor of Seneca; four lanes are needed from Seneca to Hiawatha; US-36 is an economic lifeline with increasing truck traffic and therefore increasing safety concerns; within Seneca, current storm water drainage is insufficient, causing water to pool and decreasing safety; the city has 13 acres along US-36 (the former golf course) that can be developed but only with turn lanes on US-36, an access point, and a frontage street for access to individual lots; an estimated \$4 million is needed for the access road and frontage street. (T)

US-40 (3)

- Cheri Rhea, Sharon Springs City Council Member; in Wallace County, this road needs maintenance. (GC)
- City of Russell; improvements needed within the city include replacement of a bridge. (GC)
- Lawrence/Douglas County Resolution; widen the portion between K-10 and Stull Road (Douglas County Route 442) to four lanes. (T)

General

Southern Kansas is underserved by four-lane connections, especially east-west connections.

- Bernie Koch, vice president for government relations, Wichita Metro Chamber of Commerce. (W)

US-50 (8)

- Mickey Dean, Executive Director, Harvey County Economic Development Council; US-50 needs to have four lanes from Walton to Hutchinson; the current route is dangerous, with a high volume of truck traffic and the state's highest rate of head-on collisions among major two-lane highways; a full interchange is needed at US-50 and I-135 – many trucks now use county roads to avoid the current configuration, increasing costs to local taxpayers. (W)

- City of Hutchinson and Reno County Resolutions; improvements from K-61 east to Newton are vital to future economic growth and development. (W)
- T. Kim Goodnight, Chairman, Ford County Commissioners; traffic counts on US-50 are above the thresholds for which four lanes are recommended; locally, the need is for four lanes east to US-283; as an interim solution, construct passing lanes through Ford County. (GC)
- Cliff Mayo, Finney County Commissioner; southwest Kansas is the only part of the state with no four-lane road connected to any other four-lane road; the area's meat packing and ethanol industries bring much truck traffic. (GC)
- Earl Willis; US-50 should be four lanes from Garden City to Dodge City and Hutchinson to Emporia, with the rest to follow later; the U.S. 50 East Project in Colorado is putting significant effort into improving US-50 to four lanes in that state; passing lanes "are not even good Band-Aids" because of the heavy truck traffic, which is a safety issue. (GC)
- Wiley McFarland, Gray County Commissioner; several safety issues need to be addressed, with shoulder and lane improvements, passing lanes between Howell and Garden City, and a reduced speed limit past the fairgrounds west of Cimarron. (GC)
- Randy Dallke, Marion County Commissioner; US-50 is a major truck route to the southwest (trucks can save 100 miles by using US-50 and the US-54 rather than I-35 and I-40); of the 4,000 vehicles per day through Marion County, 1,800 are trucks, a safety issue; the current roadway has many stress cracks; in 1963, local residents were told US-50 would become four-lane. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; expand US-50 to four lanes between Emporia and Newton and ultimately to Garden City; at a minimum, expand it to four lanes west of Emporia to permit additional economic development. (T)

US-54 (10)

- Bernie Koch, vice president for government relations, Wichita Metro Chamber of Commerce; Oklahoma, Texas, and New Mexico already have or have plans for a four-lane US-54 in their states. (W)
- David Unruh, Sedgwick County Board of Commissioners. (W)
- Carol Voran, Chairwoman, Kingman County Commissioners; US-54 to Liberal should be improved; its construction stopped in 1968 and its current condition limits economic development. (W)
- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state [Kansas, Oklahoma, Texas, New Mexico] coalition promoting a four-lane US-54 from Wichita to El Paso); southwest Kansans live farther from a four-lane highway than anyone else in the contiguous United States, and cities in southwest Kansas are often dismissed from consideration for business or industry because of the lack of four-lane roads; the military has requested four lanes because of its facilities between Wichita and El Paso; while all of US-54 needs to have four lanes, first priority is passing lanes from the Oklahoma line to Mullinville plus four lanes from Mullinville to Kingman; a cost estimate is \$4 million a mile, but some of those costs (such as purchase of some right of way) were included in the current transportation plan. (GC)
- Jeanette Siemens, Kiowa County Economic Development Director; for economic growth in western and southwestern Kansas, four lanes for 54/400 from Pratt to Mullinville is crucial; in the short term, at least seven more miles of passing lanes are critical to moving the heavy amount of commercial traffic more efficiently; also, the construction of the highway through Greensburg needs to be completed as soon as possible for local economic development to proceed. (GC)
- E. David Howard, Pratt City Manager, for the city and Pratt County; complete US-54. (GC)
- Liberal City Commissioners Larry Koochel and Don Rash; US-54 is a truck route and it is overloaded from Oklahoma to Kingman; using US-54 can save truckers 200 miles; currently many tourists and snowbirds avoid the route because of the trucks. (GC)
- Cliff Mayo, Finney County Commissioner; four lanes are needed east to Kingman. (GC)

- David Crase, Mayor of Garden City; US-54 has more than 5,000 vehicles a day on some portions; passing lanes allow only one car to pass a semi. (GC)
- Shannon Francis, Seward County Commissioner; endorse the concept of US-54 as a four-lane expressway from Kingman to Liberal; fund actual construction for unimproved gaps between Kingman and Mullinville; US-54 formerly was heavily traveled but now traffic and associated dollars are being diverted to Oklahoma and Texas along I-35 and I-40; an interim project should be turning lanes at Southwestern Heights High School, entrances to Kismet, and at the intersection of US-54 and Salley Road. (GC)

US-56 (4)

- John Sweet, Lyons City Administrator; US-56 should have four lanes west of Lyons at least to the airport. (W)
- Don Gaeddert, Larned City Manager; install passing lanes and purchase the right-of-way for a four-lane highway between Larned and Great Bend (these improvements are needed for safety and congestion reasons, per Kurt Demel, Pawnee County Highway Administrator); resurface US-56 through Larned, through the KLINK program; relocate an intersection at US-56 and the K-19 spur, because large trucks have difficulty negotiating the current angled leg and offset intersection, through the Geometric Improvement Program. (GC)
- Howard Partington, Great Bend City Administrator; make this four lanes from Great Bend's east city limits to the K-156 cutoff four miles east of Great Bend; Great Bend also supports Larned's request to upgrade US-56 from Larned to Great Bend with passing lanes. (GC)
- Lawrence/Douglas County Resolution; geometric improvements are needed from the Johnson County line to US-59. (T)

US-56/ K-96/ K-14 in and near Lyons

- John Sweet, Lyons City Administrator; geometric, system enhancement, and economic development projects are needed. (W)

US-69 (15)

- Blake Benson, President, Pittsburg Area Chamber of Commerce; US-69 is a Kansas economic engine, but its potential is blocked by "dams" at both ends of its corridor; already there is three times the expected traffic in certain improved areas; a Wichita State University study shows expected increases in population along the corridor. (OP)
- Steve Beykirch, Chairman of the Board, Pittsburg Area Chamber of Commerce; US-69 needs to be four lanes for safety and for Kansas to compete; much traffic along US-71 in Missouri is diverted from Kansas; southeast Kansas competes primarily with Missouri, Arkansas, and Oklahoma, not other parts of Kansas, for business location. (P)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; complete four lanes for US-69 from Kansas City to I-44. (P)
- Dale Bunn, Director of Economic Development, City of Fort Scott; continuing four lanes to I-44 places Fort Scott and all of southeast Kansas in an advantageous business position as a strategic distribution corridor, competing with Missouri's US-71 corridor; Pittsburg State University is the only state university not served by a four-lane highway; Fort Scott Community College also would grow; within Fort Scott, an overpass from US-69 east across the BNSF tracks is needed for safety and economic development in the eastern part of Fort Scott, especially as the number of trains is expected to grow from 30 a day to more than 50. (P)
- Gary Palmer, Fort Scott Young Professionals League; complete four lanes of US-69; safe, convenient, and efficient transportation is critical to attracting and retaining young professionals and the businesses that hire them. (P)
- Clayton Tatro, President, Fort Scott Community College (FSCC); four lanes for US-69 is important for workforce development (such as that provided for local industries at FSCC),

recruitment, and lessening the economic disparity between southeast Kansas with other parts of the state. (P)

- James AuBuchon, Executive Director, US Sixty-Nine Highway Association of Kansas; keeping the economic engine of Johnson County running is dependent on adequate highways to connect that growth with other corridors, so four lanes for US-69 are essential; the economies of other communities along the corridor also require completion of four lanes to I-44. (P)
- Dr. Howard Smith, Assistant to the President/Legislative Liaison, Pittsburg State University; improvements to US-69 assist with recruiting, and each students represented more than \$9,000 in direct impact to the area in 2002; PSU is the major employer in the area. (P)
- Kris Marple, Wilson County Coordinator; complete US-69. (P)
- Jim Dahmen, Columbus; by completing US-69 from Lowell to Pittsburg, 20+ miles of US-400 also are completed; this portion of US-400 has a higher traffic count than the average for the balance of US-400 and is on target to reach the forecast upper range for vehicle miles per day by 2010; completing this will assist Cherokee County, which has one of the lowest per capita incomes in the state. (P)
- Pam Henderson, Mayor of Pittsburg; Pittsburg and other communities in Crawford, Cherokee, and Bourbon counties are at a disadvantage when competing to bring business to the area without completion of four lanes of US-69 because business requests for proposal require four-lane access. (P)
- Tim Schook, Arma City Administrator; complete the US-69 corridor realignment and expansion to I-44. (P)
- Chris Kelly, Mt. Carmel Regional Medical Center; complete four lanes for US-69; this will aid the hospital, the area's second largest employer, in transporting 16,000 southeast Kansas residents more than 223,000 miles to their medical appointments and in recruiting and retaining needed professionals. (P)
- Geoffrey Hines, Pittsburg Area Young Professionals; the state needs a full comprehensive transportation plan that includes four lanes for US-69; when recruiting and for retaining young professionals, a safe and efficient transportation system is vital. (P)
- Ralph McGeorge, Crawford County Commissioner; complete four lanes in Bourbon, Crawford, and Cherokee Counties. (P)

US-75 (10)

- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; enhance US-75 in KDOT District 4. (P)
- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; a grade separation is needed on Neodesha's Main Street because of two rail crossings (Union Pacific and South Kansas Oklahoma [SKO]) in a small area; there are safety concerns for those away from emergency services and transportation delays; also, geometric improvements are needed near the Medical Center, which was sited where it was because contamination makes economic development impossible in other parts of town. [SKO's Pat Cedeno later testified some of the rail traffic could be reduced if the railroad is able to install a switch yard proposed for near Cherryvale.] (P)
- Kris Marple, Wilson County Coordinator; four lanes for US-75 is the county's first priority, followed by four lanes for US-169 and US-69, in that order. (P)
- Paul Sasse, Independence City Manager, and Derrill Unruh, Independence Mayor; reauthorize a study of US-75 (first started in 1999), to assess it and where it could be readily expanded to expressway and freeway conditions; this road is a major corridor from Oklahoma to Nebraska (on its way to Canada); the city likely lost a Wal-Mart distribution center to Oklahoma because the previously authorized study was stopped; within the city, the needs include reconstruction of a portion, completion of the intracity trafficway plan to eliminate stops for southbound vehicles at an intersection of 12,000 vehicles a day, and improvements at an unsafe intersection (with Peter Pan Road); US-75 is used by many of Cessna's 1,300 employees. (P)

- Crosby Gernon, Mayor of Hiawatha; four lanes are needed north of Holton to the Nebraska line; visitors to the casino and wind turbine blades traveling to sites in Oklahoma, Nebraska, and Kansas use the route, which has few passing opportunities. (T)
- Roy Hallauer, Jackson County Commissioner; the first mile north of Holton has many businesses and needs to be four lanes; left turns into those businesses block all traffic; the intersection with K-9 has had several bad accidents, most of them involving vehicles trying to turn. (T)
- Glen Tyson, for Osage County, Osage City, and Osage County Economic Development; the two miles from Lyndon to US-56 should be widened to four lanes; 7,500 vehicles per day use it; a Rails-to-Trails crossing narrows the roadway and restricts load heights. (T)
- Shelly Buhler, Shawnee County Commission Chair; improvements from Lyndon to Topeka and north of Holton will enhance the highway's worth as a critical transportation corridor; also, need for a second Topeka interchange, at 49th Street, is projected. (T)
- Joe Mitchell, Mayor of Seneca; an upgrade of US-75 to four lanes north of Holton to Nebraska is crucial. (T)
- Rick Koch, Sabetha City Commissioner and President of Sabetha Industrial Development; four lanes from Nebraska to Holton would help divert traffic from I-29 into Kansas from the north; it is already four lanes north of Nebraska City; this also is needed for safety reasons, in part because about half of Sabetha's industrial workers come from other towns. (T)

US-77 Corridor, south central Kansas

- Russ Tomevi, Winfield Director of Public Works/ Engineering; projects should include controlled at-grade intersections between K-360 and a future West Winfield Bypass and the north end of the Arkansas City Bypass to State Line Road; regional planning is essential and needed before urban sprawl from Wichita makes such a route cost prohibitive. (W)

US-83 (7)

- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); passing lanes and shoulders are needed from the Oklahoma line to I-70. (GC)
- Brandon Buchanan, Oakley City Administrator; four lanes from Oakley to Liberal are important to regional economic development. (GC)
- Junior Strecker, Scott City Mayor, also representing Scott County; US-83 in Scott County carries more than 3,300 vehicles a day, 1,100 of them trucks; passing lanes are badly needed; the surface is very rough north of Scott City. (GC)
- Cliff Mayo, Finney County Commissioner; four lanes or at least a Super-2 is needed from I-70 through Garden City and Liberal. (GC)
- Shannon Francis, Seward County Commissioner; the area needs four lanes from Liberal to I-70 on US-83; interim projects should be passing lanes between Liberal and Sublette and a turning lane at US-83 and Salley Road. (GC)
- Bob Strevey, Decatur County Economic Development Corp.; there are no good links between I-70 and I-80 for 200 miles; Senator Nelson of Nebraska is working to upgrade US-83 in his state; NAFTA has increased its traffic. (GC)
- Larry Hoeme, Scott County Commissioner; the area is expected to become an energy corridor, from I-80 to Amarillo; the road needs to be upgraded in part because wind energy equipment is heavy and therefore hard on roads. (GC)

US-169/K-7 in southern Johnson County and in Miami County (2)

- Chris Leaton, Member, Spring Hill City Council; 5.2 miles of this corridor (183rd St. to 223rd St.) is proposed for improvements, with interchanges (199th St., 223rd St.), overpasses (207th and 215th), and two arterial links; KDOT's estimates are \$90 million for the mainline, interchange and overpass improvements, \$55 million for the arterial and collector improvements; each interchange has developable acreage, ready to go when economic conditions improve. (OP)

- Penny Evans, Miami County Engineer; the interchange at 223rd street needs signalization and queuing improvements; also, the shoulders from the Franklin County Line to K-7 need to be widened and improved. (OP and P)

US-169, other counties (4)

- Jeff Morris, Coffeyville City Administrator; US-169 provides a corridor from Kansas City to the Port of Catoosa near Tulsa; within Coffeyville, four rail crossings segregate the city and increase transit time, and it is congested near the industrial area; a grade separation is needed at South Walnut because the intersection is blocked 20-30 times a day for up to 15 minutes each time. (P)
- Kris Marple, Wilson County Coordinator. (P)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; this should be a super-2 highway from the Oklahoma line to K-7. (P)
- Dudley Feuerborn, Chairman, Anderson County Commissioners; construct shoulders. (T)

US-183, Pawnee County

- Don Gaeddert, Larned City Manager; a significant number of accidents have made US-183 between K-156 and the Rush County line a priority for shoulder improvements. (GC)

US-281, Russell County (2)

- Russell County; widen the shoulders north from Russell to the Osborne County line; install a turning lane at the intersection of US-281 and Land Road. (GC)
- City of Russell; improve this from Russell to K-18; within Russell, projects should include realignments of an intersection for economic development purposes and a grade realignment. (GC)

US-400 (13)

- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso); this needs an immediate upgrade to a Super-2 configuration from the Finney/Gray county line to Cimarron, with later upgrade to four lanes from Garden City to Mullinville. (note this shares a route east from the Colorado line to Dodge City with US-50) (GC)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; US-400 needs to be four lanes from US-69 west to US-77. (P)
- Jim Zaleski, U.S. 400 Corridor Association; the corridor connects with I-44 just outside of Kansas and continues west to Colorado, sharing miles with other routes along some of its length; just in Parsons, the corridor improvements increased traffic, jobs, businesses, and income without cannibalizing from other roadways; the current foundation must be built upon or the state risks losing on its investment. (P)
- Dale Bunn, Director of Economic Development, City of Fort Scott; widen US-400 to four lanes from US-69 to US-77. (P)
- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; geometric improvements are needed at US-400 and Granby Street, a major local crossing street. (P)
- Kris Marple, Wilson County Coordinator; US-400 should be four lanes from Wichita to I-44. (P)
- Jim Dahmen, Columbus; the US-69/US-400 was chosen as a selected major route from Wichita to Joplin in 1986; see other remarks under US-69. (P)
- Ann Charles, Great Plains Industrial Park; the redevelopment of the Kansas Army Ammunition Plant depends on four lanes for US-400; US-400 is third on a list of Congressional High Priority Corridors. (P)

- Fred Gress, Parsons City Manager; expansion of the 400 Corridor from I-44 west to Wichita and beyond is the most sensitive construction project that can occur in a new comprehensive transportation plan; construction could get under way quickly. (P)
- Tim Schook, Arma City Administrator; upgrade US-400 from I-44 to Wichita to four lanes. (P)
- Mike Hershey, Cessna Aircraft Company; the 400 corridor should be four lanes. (P)
- Paul Sasse, Independence City Manager, and Derrill Unruh, Independence Mayor; improvements to 400 so far have added to economic vitality. (P)
- Ralph McGeorge, Crawford County Commissioner; four lanes from El Dorado to US-69. (P)

Interstate Route

I-70, Topeka

- Shelly Buhler, Shawnee County Commission Chair; the elevated four-lane segment of I-70 through downtown Topeka should be reconstructed; it was constructed in 1963; it has significant deterioration and a sharp, dangerous curve; the area is slated for riverfront development, and I-70's redesign should reflect that. (T)

K Routes

K-5, Leavenworth County, connection from K-7 to I-435 via McIntyre Road (2)

- Heather Morgan, Leavenworth County Administrator; realign K-5 to serve as an expressway connection from K-7 at McIntyre Road in Lansing to I-435 at Wolcott and allow geometric and safety upgrades; this would connect the Leavenworth and Lansing communities to Kansas City metro area. (OP)
- Ken Bernard, Mayor, City of Lansing; this connection would ease future traffic congestion on K-7; Lansing would take over maintenance of its part of the existing K-5 once it is off the state system; Lansing is working with Leavenworth County and the Wyandotte County Unified Government. (OP)

K-7 (7)

- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; K-7 should be realigned through Olathe with a new interchange; there are right-of-way issues. (OP)
- Dawn Kuhn, President, Shawnee City Council; now is the time to fund the necessary interchange projects to maintain the capacity of this four-lane highway before its needed expansion to six lanes; the Mid-America Regional Council (MARC) has projected the K-7 corridor to contain the fastest growing Census tracts in the Kansas City metro area through 2030; three intersection projects as identified in the K-7 Corridor Management Plan are the highest priority: at 43rd Street, 47th Street, and 75th Street; reconstructing those as high capacity, grade separated interchanges will improve safety and traffic operations along K-7. (OP)
- Jim Martin, Executive Director, Shawnee Economic Development Council; the K-7 corridor is a critical link from I-70 to I-35; improving the intersections Ms. Kuhn listed will generate approximately \$3 million just in annual state property taxes; economic estimates of benefits from improvements to this corridor are conservative; the K-7 corridor will be a prime location for facilities for the goods movement industry (related to the BNSF intermodal facility in Gardner). (OP)
- Fred Backus, County Engineer, Unified Government; the K-7/ I-70 interchange in Bonner Springs has long delays and impedes traffic on K-7; traffic projections point to gridlock there during much of the day unless there is substantial reconstruction. (OP)
- Dave Mahoney, City of Atchison Engineer; Christy Isaacs, Atchison County Community Development Director; and John Bishop, Atchison County Commissioner; the alignment of K-7

within Atchison, from 10th Street to 14th Street, needs to be changed; now trucks must stop for trains, so they are finding ways to avoid that, such as staying on I-29 in Missouri. (OP)

- Rep. Doug Gatewood; consider completion of K-7 from Cherokee to Columbus, between the recently completed K-7 north of Cherokee through Girard to US-69; traffic counts have increased by 10 percent just from 2005 to 2007 to more than 4,000 vehicles a day and that will increase with construction on US-400; K-7 is narrow with no shoulders. (P)
- Ralph McGeorge, Crawford County Commissioner; this needs a wider driving surface and shoulders from the east Girard city limits to US-69. (P)

K-10, Douglas and Johnson Counties (3)

- Ed Peterson, Johnson County Commissioner; capacity improvements are needed, from Lawrence east to I-435. (OP)
- Shelly Buhler, Shawnee County Commission Chair; construct a new four-lane K-10 between Lawrence and Topeka; as development continues, additional transportation routes between the communities will be needed. (T)
- Lawrence/Douglas County Resolution; complete the South Lawrence Trafficway from Iowa Street to K-10 as a four-lane freeway; widen the existing trafficway west of Lawrence to four lanes; improve various interchanges in Lawrence and Eudora; replace the bridge at Haskell Avenue on K-10 through Lawrence; make safety improvements on K-10 at the East Hills Business Park. (T)

K-18, Riley County

- Greater Fort Riley Communities; upgrading K-18 to freeway status is a priority project for the region; it is a major route between Manhattan and Fort Riley; the upgrade is needed for safety reasons; local roads and intersections in the area, Scenic Drive and Scenic Drive intersections with Miller Parkway and Anderson Avenue, need upgrades and connect with major new housing developments. (T)

K-16, Jackson County

- Roy Hallauer, Jackson County Commissioner; K-16 east and west of Holton is narrow, has no shoulders, and has limited sight distances (due to hills); the town is developing to the west. (T)

K-23, Gove and Sheridan Counties (2)

- Mark Coberly, Gove County Commissioner; K-23 is no wider than it was in 1950, KDOT permits wide loads on it, and trucks regularly clip mirrors when they meet; shoulders are needed; among the road's regular users are a trailer manufacturer, feed lots, oil industry workers, wind equipment movers, and school buses; the intersection of K-23 and K-23 spur is blocked regularly because of wide loads trying to make the turn. (GC)
- Troy Dewey, incoming Sheridan County Commissioner; the area lost its railroad (tracks have been removed), so all shipments are by truck; several accidents each year likely are due to having no shoulder on K-23. (GC)

K-25, Rawlins County

- Joe Cabrinha, Member, Atwood City Council; for five miles south of Atwood, K-25 includes curves and elevations with narrow shoulders that are particularly hazardous to the farm and commercial heavy trucks that use it; it also needs improvement north of Atwood. (GC)

K-27, Wallace County

- Cheri Rhea, Sharon Springs City Council Member; a 30-mile section of K-27 in Wallace County is the last remaining section between Oklahoma and Nebraska without adequate shoulders and sight distance (hills and sharp curves); increasing numbers of cattle and hog trucks use this route. (GC)

K-31, Anderson and Coffey Counties

- Dudley Feuerborn, Chairman, Anderson County Commissioners; construct shoulders. (T)

K-47, Wilson and Neosho Counties (4)

- Lois Carlson, Erie; K-47 from Altoona to US-59, especially, is very dangerous, with drop-offs of 12 inches to 18 inches at the sides of the narrow roadway; trucks use this route because of the landfill in the area and so as not to go farther south to US-400. (P)
- Kris Marple, Wilson County Coordinator; K-47 needs shoulders from US-75 to US-169; it is the biggest local safety issue. (P)
- Tim Schook, Arma City Administrator; improve the shoulders and vertical grading from Girard to US-69. (P)
- Ralph McGeorge, Crawford County Commissioner; this needs a wider driving surface and shoulders from the east Girard city limits to US-69. (P)

K-59, Atchison County

- Dave Mahoney, City of Atchison Engineer; Christy Isaacs, Atchison County Community Development Director; and John Bishop, Atchison County Commissioner; K-59 needs to be four lanes from 14th Street west to the city limits of Atchison (1.35 miles); the state is not accepting proposals for geometric improvements this year, and this project is needed; this would be an extension of the four lanes on the bridge; safety through the city is an issue; the estimated cost is \$2.6 million. (OP)

K-61 (3)

- John Deardoff, Hutchinson City Manager; Hutchinson, McPherson, and Inman have invested many years and financial resources into the K-61 project, and it should be finished. (W)
- Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce; KDOT and local governments have already spent millions for design, right-of-way purchase, and other preparations to make K-61 between Hutchinson and McPherson a four-lane highway; this was the top-ranked project in the System Enhancement Category of the 1999 Comprehensive Transportation Plan. (W)
- E. David Howard, Pratt City Manager, for the city and Pratt County; extensions of Maple Street and Parkview Street are needed to Highway 61. (GC)

K-64, Pratt County

- E. David Howard, Pratt City Manager, for the city and Pratt County; extend this west and north. (GC)

K-68, Miami and Franklin Counties (3)

- Penny Evans, Miami County Engineer; Miami County's priorities are tied to recommendations of the current K-68 corridor study sponsored by KDOT and five local governments; those priorities are four lanes from US 169 to US 69, four-lane right-of-way preservation from Ottawa to the Missouri line, four lanes in Louisburg from Metcalf to Rockville Roads, geometric improvements and lane widening on existing the four-lane road from US-69 to Metcalf, and widened and improved shoulders from East Louisburg to the Missouri line (2.5 miles); many trucks use K-68 to avoid I-35, to get to US-71 in Missouri. (OP and P)
- Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.; four lanes from US 169 to US-69. (P)
- Gene Ramsey, Mayor of Ottawa; Lisa Johnson, Franklin County Administrator; and Tom Weigand, President and CEO, Ottawa Chamber of Commerce; a portion of K-68 in Ottawa needs reconstruction; it had been a Superpave test site and did not receive routine maintenance for many years; a signal at K-68 and Davis Road near Ottawa also is needed for safety and

economic development reasons: the American Eagle distribution center may not consider continued expansion without it. (T)

K-96 (9)

- Jill Nichols, Rice County Economic Development Director; economic development such as expansion of Lyons Salt, Cal-Maine Foods, JACAM Chemicals, and Kansas Ethanol means many additional trucks and decreased safety. (W)
- John Sweet, Lyons City Administrator; the project should be from US-56 through Lyons to Sterling; Lyons streets are too narrow for trucks to turn without turning into an oncoming lane or damaging nearby property. (W)
- Rod Willis, City Manager, City of Sterling; specifically needed is continuation of economic development and system enhancement funding for the "Northwest Passage" Project No. 96-106 of K-96/K-14, because of the high volume of semi-truck traffic through a school zone and downtown business district, because trucks use county roads between Sterling and Hutchinson to avoid unsafe conditions on K-96/K-14, and because further development in Sterling necessarily will be to the north of the town; later, the "Northwest Passage" improvements should extend to Great Bend. (W)
- City of Hutchinson and Reno County Resolutions; improve K-96 from Hutchinson to Lyons. (W)
- Jennifer Schartz, Barton County Commissioner; choose, build, and upgrade any route for a Northwest Passage, Wichita to Hays. (GC)
- Gary Berning, City Council Member, Leoti; Leoti asks consideration of its new application for a geometric improvement on K-96 at the school campus intersection. (GC)
- Don Gaeddert, Larned City Manager; the upgrade of K-96 from Nickerson and Sterling will benefit all the cities in the area. (GC)
- Howard Partington, Great Bend City Administrator; Great Bend supports the portion of the Northwest Passage, from Yaggy Road (between Hutchinson and Nickerson) to north of Sterling, that KDOT is studying; K-96 does not meet the safety standards travelers expect, so many take alternative routes that place more traffic on county roads; a new alignment with Super 2 shoulders between Sterling and Nickerson could eliminate two river bridges and one railroad crossing. (GC)
- Gary Berning, Leoti City Council Member; add turning lanes at the intersection of K-96 at the school campus, an intersection with 1,640 vehicles a day even before a new elementary school is built; the district's insurance company will provide only limited coverage and will not further insure the current elementary building without a plan to very quickly replace that building; the current intersection has no turning lane. (GC)

K-156, Pawnee and Hodgeman Counties

- Don Gaeddert, Larned City Manager; a number of rollover accidents have made K-156 between Larned and K-283 a priority for shoulder improvements, also, resurfacing of K-156 is needed through Larned through the KLINK program. (GC)

K-232, Russell County

- Russell County; widen the shoulders from Lincoln County to K-18. (GC)

K-360, Winfield Bypass

- Russ Tomevi, Winfield Director of Public Works/Engineering; complete the southeast K-360 bypass; a northeast K-360 bypass was selected as a project in the 1989 program, but KDOT never allocated funding for completion; the current portion of K-360 has been successful in job creation and enhanced traffic flow. (W)

Other Road Improvements

These are listed in alphabetical order by geographic area.

Kansas City area interstate highways, streets, and interchanges:

General

- Tom Swenson, American Council of Engineering Companies - Kansas; more than \$2 billion in improvements have been identified in the Kansas City area alone. (OP)

This section lists project first, then conferee(s).

I-435, specifically I-35 west to K-10, US-69 west to Quivira Road, Nall west to US-169; all are reconstruction and capacity improvement projects

- Ed Peterson, Johnson County Commissioner. (OP)

I-435, I-70 to Leavenworth Road

- Fred Backus, County Engineer, Unified Government; this area has had and continues to have exceptional growth that generates revenues for the state and local governments, and traffic is increasing. (OP)

Intersection of I-35/I-435/K-10

- Cindy Green, Lenexa City Council President; HNTB is performing a study of this intersection; no budget is yet available. (OP)
- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; the affected cities are working together on this improvement. (OP)

I-35, specifically south of I-35/I-435/K-10 northeast to 67th; old US-56 north to 119th St.; and 63rd St. north to I-635 US-169; all are reconstruction and capacity improvement projects

- Ed Peterson, Johnson County Commissioner (OP)

I-35 and 95th Street Interchange

- Cindy Green, Lenexa City Council President; an improved intersection and larger bridge are needed. (OP)

I-35 south of 151st Street to at least the Johnson County Line, three lanes in each direction

- Dave Dillner, Gardner City Administrator
- Carol Lehman, Mayor of Gardner

I-35 and 175th Street (Exit 210); capacity improvements

- Carol Lehman, Mayor of Gardner; business is expanding at New Century Air Center, plus the city has approved retail development on the east side of the interchange. (OP)

I-35, Lamar Avenue Interchange

- Fred Backus, County Engineer, Unified Government; this last original construction interchange is near significant commercial development; the adjacent BNSF railroad mainline's at-grade crossing causes delays and safety hazards. (OP)

I-35 Lamar Bridge

- Martin Rivarola, Community Development Director, City of Mission; this is needed to improve access to north Kansas City. (OP)

I-70, Turner Diagonal Interchange

- Fred Backus, County Engineer, Unified Government; the layout dates back to when KTA toll booths were situated there; more than 200 acres could be opened to development with interchange reconfiguration and some local road improvements. (OP)

K-7, specifically 127th St. south to 175th St., realign with Elm Road/Parker St. and upgrade to four lanes

- Ed Peterson, Johnson County Commissioner. (OP)

K-10 and Lone Elm Interchange

- Cindy Green, Lenexa City Council President; such an interchange would serve the Kansas Bioscience Park / K-State Olathe Innovation Campus (projected 3,000 new jobs), Olathe

Northwest High School, and future residential and business development; costs are projected at \$47.5 million, new area salaries at more than \$1.7 billion. (OP)

- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce. (OP)

US-69, 135th St. northbound on-ramp to Blue Valley Parkway off-ramp; construct an auxiliary ramp

- Ed Peterson, Johnson County Commissioner. (OP)

US-69, 75th Street to 119th Street

- Cindy Green, Lenexa City Council President. (OP)
- Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce; this was selected as a system enhancement project for the 1999 program but has not been completed; US 69 should be widened to six lanes at least as far as 167th St. because it is now an urban bottleneck. (OP)

US-69 bridges over the Missouri River

- Fred Backus, County Engineer, Unified Government; the southbound bridge in particular is "antiquated" and "severely functionally obsolete"; KDOT should work with MoDOT on this; the Fairfax industrial area depends on these bridges to access K-635. (OP)

Metcalf Avenue and Shawnee Mission Parkway

- Martin Rivarola, Community Development Director, City of Mission; these need maintenance and capacity improvement. (OP)

Kansas City area projects related to the Gardner intermodal facility. (4)

I-35 interchange in Johnson County, for the Gardner intermodal project

- Ed Peterson, Johnson County Commissioner; the \$785 million initial private investment in that portion of Johnson County is projected to generate \$330 million in property taxes over 20 years and create 4,600 direct jobs. (OP)

Grade separation at 207th street and Coop Road, approximately 3 miles southwest of the proposed intermodal facility entrance near Gardner

- Dave Dillner, Gardner City Administrator; traffic patterns in the area will be affected by long and slow trains, which will take an estimated 10 minutes to clear each crossing; tracks also divide the built community and the community's growth area; the city is investing \$2.5 million in infrastructure for a 585-home subdivision, and access will improve the chances of a return on the investment; all BNSF trains travel through Edgerton; several other projects in this area also need to be addressed. (OP)

Connection between new interchange to be built on I-35 south of the Gardner Road exit and US-56

- Carol Lehman, Mayor of Gardner; this roadway will require two overpasses on Waverly Road, one over the BNSF mainline and another over the intermodal lead tracks; no funding has been identified to build the road connecting the interchange to the facility; Waverly Road is now gravel. (OP)

Regional highway link (five-county KC Metro Area Study, Project No. KA-1277-01), infrastructure projects related to support of the Gardner Intermodal Facility

- Penny Evans, Miami County Engineer; this study will not be finished before the end of the 2009 Legislative Session. (OP)

Lawrence projects:

- Lawrence/Douglas County Resolution; median and intersection improvements are needed at nine intersections along K-59 within Lawrence; 31st Street east of Haskell Ave. (T)

Leavenworth County, Bypass west of Lansing and Leavenworth, from K-7/McIntyre Road intersection in Lansing to north of Leavenworth at K-7/US-73 (2)

- Heather Morgan, Leavenworth County Administrator; a smaller part of this project is the 30th Street Trafficway west of Leavenworth; both would all traffic flow from northern K-7/US-73 into the KC metro transportation system through I-435 at K-5 and connect to K-92. (OP)
- Ken Bernard, Mayor, City of Lansing. (OP)

Leavenworth County, Centennial Bridge over the Missouri River, K-73/M-92. (3)

- Heather Morgan, Leavenworth County Administrator; this will better connect the Leavenworth and Lansing communities to metro north Kansas City and would connect Fort Leavenworth to Kansas City International Airport. (OP)
- Scott Miller, City Manager, City of Leavenworth; this is needed for economic development, as both the Kansas and Missouri sides are growing; the current bridge, built in 1956, is insufficient. (OP)
- Ken Bernard, Mayor, City of Lansing. (OP)

Manhattan/Junction City area projects:

- Greater Fort Riley Communities; improvements at the junctions of US-77 and various local roads, including Rucker Road (Junction City); K-18 and Spring Valley Road (Junction City); Scenic Drive and new Miller Parkway (Manhattan); McCall Road (Manhattan); Marlatt Road, K-113 to US-24 (Manhattan); Marlatt Road extension across the Blue River to connect with US-24. (T)

McPherson County, I-135 and Mohawk Road Interchange

- Brett Reber, President, McPherson Industrial Development Co.; McPherson, on a *per capita* basis, may be the most industrialized community in Kansas; growth is mostly north of the city; the most recent concentration of industry is one mile south of this proposed interchange, and McPherson Industrial Development Co. has purchased land between current development and this proposed site; a 2007 study estimated costs at \$18 million in 2009 dollars. (W)

Northwest Passage, Wichita to Hays. (3)

- Jennifer Schartz, Barton County Commissioner; the Northwest Passage has been requested by Barton County for 42 years; the County supports the plan to build a planned portion from Hutchinson to Sterling and will continue to support any plan that will eventually connect new and existing roads from Wichita to Hays. (GC)
- Don Gaeddert, Larned City Manager. (GC)
- Howard Partington, Great Bend City Administrator. (GC)

Ottawa local projects:

Davis Road, for access to the Industrial Park; Cedar Street, phase 2; 23rd Street through a commercial and light industrial corridor

- Gene Ramsey, Mayor of Ottawa; Lisa Johnson, Franklin County Administrator; and Tom Weigand, President and CEO, Ottawa Chamber of Commerce. (T)

Salina local projects:

- Salina/Saline County Resolution; an estimated \$180 million over ten years is needed for road-related projects such as right-of-way acquisition, surfacing, bridge improvements. (T)

Topeka area projects:

- Shelly Buhler, Shawnee County Commission Chair; to alleviate congestion on Topeka Boulevard and increase investment in a depressed urban area, connect 77th Street to 15th Street to I-70; complete the Oakland Expressway, add an additional two lanes to the entire

route, and complete the connection from the Oakland Expressway through US-24 to northern K-4, to eliminate two intersections (advantageous for truck traffic) and for economic development purposes; convert Carlson Road to a state highway connecting link, including the replacement of the Willard Bridge (for which weight limits have been reduced). (T)

Wichita area interchanges:

- Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization; needs include I-235/US-54 and Central Avenue/1-235 interchanges; rail corridor (BNSF and UP crossing at Pawnee); I-135 at 13th Street Interchange (floodway flyover). (W)
- David Unruh, Sedgwick County Board of Commissioners; I-235 and Kellogg; I-235/US 54. (W)

Turning lanes at major intersections in rural areas:

- Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation, a four-state coalition promoting a four-lane US-54 from Wichita to El Paso) (GC)
- Dale Bunn, Director of Economic Development, City of Fort Scott. (P)
- Glen Tyson, for Osage County, Osage City, and Osage County Economic Development. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; at least two intersections on K-99 should be removed for safety reasons. (T)

Studies needed:

US-69 EL, 151th St. north to 135th St. and 95th St. north to 87th St., feasibility studies for capacity improvements

US-56, from US-59 east to Gardner; feasibility study for four lanes (with Douglas County)

K-7 corridor plan

I-435 Loop, transit options study

- Ed Peterson, Johnson County Commissioner. (OP)

K-96, study a new alignment for the portion from Sterling to Great Bend.

- Howard Partington, Great Bend City Administrator. (GC)

US-24, corridor study

- Greater Fort Riley Communities. (T)

Non-Road Improvements

Within subsections, these are listed in alphabetical order by geographic area.

Airports

Amelia Earhart Airport (Atchison)

- Dave Mahoney, City of Atchison Engineer, Christy Isaacs, Atchison County Community Development Director, and John Bishop, Atchison County Commissioner; the runway needs to be widened and lengthened to meet current Federal Aviation Administration standards; the airport is very useful for the smaller planes used to get business executives directly into Atchison. (OP)

Hutchinson Airport

- City of Hutchinson Resolution; needed are an airport ramp and an upgrade of navigational aids. (W)

Independence Municipal Airport

- Paul Sasse, Independence City Manager, and Derrill Unruh, Independence Mayor; partner with the Federal Aviation Administration for navigational aids and a second instrument landing system; repair and overlay the south apron area for general aviation; construct a new terminal; in 2006, there were 43,200 "air operations" at that airport, and more than 100,000 may occur in a year by 2016. (P)

Lawrence Municipal Airport

- Lawrence/Douglas County Resolution; safety improvements, security and access control, apron expansion, and runway expansion are needed; estimated costs total \$10 million. (T)

Leavenworth County Regional Airport

- Heather Morgan, Leavenworth County Administrator; this would serve the regional needs of Wyandotte County and KCI general aviation users and would not require access through a controlled-access military installation. (OP)
- Ken Bernard, Mayor, City of Lansing. (OP)

Manhattan Regional Airport

- Greater Fort Riley Communities; continued state support is needed to leverage federal funding for improvements and to expand service in the wake of the decision to build the NBAF in Manhattan and military buildup; daily service to Denver has been added. (T)

Miami County Airport

- Penny Evans, Miami County Engineer; specific projects there are expansion of the runway from B-I to B-II, runway pavement preservation, and hangar development (an economic development issue). (OP and P)

Oberlin Municipal Airport

- Bob Strevey, Decatur County Economic Development Corp.; improvements are needed for industries looking to transport materials and for a potential National Guard First Responder site. (GC)

Osage City Municipal Airport

- Glen Tyson, for Osage County, Osage City, and Osage County Economic Development; the airport needs its runway lengthened and other improvements. (T)

Pratt Industrial Airport

- E. David Howard, Pratt City Manager, for the city and Pratt County; continue the improvements. (GC)

Russell Municipal Airport

- City of Russell; pave and lengthen the existing turf runway. (GC)

Salina Municipal Airport

- Salina/Saline County resolution; the airport has \$10 million in needs, which include runway overlays, taxiway reconstruction, and helipad construction and marking. (T)

Rail

Cimarron Valley Railroad

- T. Kim Goodnight, Chairman, Ford County Commissioners; this needs upgrades to be able to operate at 45 mph. (GC)

Heartland Flyer initiative (4)

- Shelby Smith, Founder, Economic Lifelines; nine communities (Lawrence, Osage City, Emporia, Peabody, Strong City, Sedgwick, Mulvane, Winfield, Arkansas City) have passed resolutions supporting the Heartland Flyer passenger rail initiative; Oklahoma cities along the Heartland Flyer route averaged \$4 million in expanded economic activity in the year after the train's arrival. (W)
- Alfred James III, professional geologist. (W)
- Shelly Buhler, Shawnee County Commission Chair; increase access to passenger rail service to commute to Kansas City and Oklahoma City; also, improve safety by addressing at-grade crossing that are identified as problematic. (T)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; Emporia area entities support funding for an expansion of the Heartland Flyer service between Kansas City and Fort Worth, through Wichita. (T)

Lawrence-Kansas City

- Lawrence/Douglas County Resolution; increase Amtrak service between Lawrence and Kansas City. (T)

Salina spur

- Salina/Saline County resolution; a new spur along the west and south sides of the airport will improve rail/air connectivity, serve existing industries, and improve economic development opportunities; estimated cost is \$20 million. (T)

Transit

I-435 Loop, transit options study

- Ed Peterson, Johnson County Commissioner (OP)

Kansas City area, Bus rapid transit services, along I-35, Metcalf/Shawnee Mission Parkway, K-10 (3)

- Ed Peterson, Johnson County Commissioner. (OP)
- Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association; the total project is estimated at just under \$50 million, with an annual operating cost of \$6 million in FY07 dollars; total system ridership is estimated at 14,900. (OP)
- Martin Rivarola, Community Development Director, City of Mission. (OP)

Lawrence area

- Lawrence/Douglas County Resolution; the current system needs a vehicle replacement program and a vehicle maintenance facility; bus turn/stop lines are needed around the city; expand service of the K-10 connector to Johnson County; also needed is a regional connection between Topeka and Lawrence. (T)

Manhattan/Fort Riley area (2)

- Greater Fort Riley Communities; currently the region has only "demand response" transit primarily for elderly and disabled residents; funding is needed to plan a fixed-route system for the region (Manhattan, Junction City, Fort Riley, Wamego). (T)
- Joe Nold, Dickinson County Commissioner; transit is needed to and from Fort Riley. (T)

Miami County

- Penny Evans, Miami County Engineer; although 40 percent of the workforce goes from Miami County into Johnson County to work, there is only one bus from Johnson County into Paola in the morning (5:30 a.m.) and one in the afternoon. (OP)

Salina City Bus System

- Salina/Saline County resolution; the need is \$2 million over ten years; a reliable transit system is important to users and to employers in getting employees to work and patrons there to shop. (T)

Topeka area

- Shelly Buhler, Shawnee County Commission Chair; due to a significant increase in ridership, the local service needs to expand its hours, offer Sunday service, and decrease wait times; funds are needed to initiate and support commuter bus service between Topeka and Lawrence, like the connection between Lawrence and Olathe. (T)

Other

Grade separation of the Union Pacific Railroad in Paola

- Penny Evans, Miami County Engineer; 38 trains and thousands of railcars go through the city each day. (P)

Regional multi-modal bike/pedestrian infrastructure (4)

- Martin Rivarola, Community Development Director, City of Mission; this would increase local transportation alternatives (an economic development tool) and improve air quality and resident health. (OP)
- Howard Partington, Great Bend City Administrator; Great Bend finds aviation, public transportation, and "hike and bike" important. (GC)
- Shelly Buhler, Shawnee County Commission Chair; develop a joint venture for a parking area in eastern Topeka for transit commuters traveling to Lawrence, for connecting bike routes and for overnight motor carrier parking; complete pedestrian/bike trails radiating within Topeka/Shawnee County, then connect them with those of surrounding cities and counties and to the public transit system; incorporate bike routes in highway and local street construction and reconstruction. (T)
- Salina/Saline County resolution; continue implementation of bicycle lanes and bicycle/multi-use paths. (T)

Signage (2)

- J.D. Cox, Neodesha City Administrator, and Karen Porter, Executive Director, Neodesha Chamber of Commerce; a policy change is needed to allow cities that are not county seats to be listed on state signs; this is an economic development issue. (P)
- Matt Zimmerman, Emporia City Manager, also representing Lyon County; continue funding for informational and directional signage; expand opportunities for signage. (T)

Overnight truck parking

- Shelly Buhler, Shawnee County Commission Chair; establish statewide policies to address overnight truck parking needs in major corridor projects as they are planned and constructed; the only overnight parking facility for trucks was eliminated in Topeka with new road construction and such parking is illegal on local streets and roads, leaving only the option of inappropriate parking at rest stops and areas not designed for such heavy loads. (T)

Conferees Quoted in the Summary of Conferee Testimony

Wichita, November 24, 2008

Mickey Dean, Executive Director, Harvey County Economic Development Council
John Deardoff, Hutchinson City Manager
Paul Faber, Executive Vice President for Heartspring and Chairman of the Board of the Kansas Public Transit Association
Pat Hurley, Executive Director, Economic Lifelines
Hutchinson and Reno County Resolutions
Alfred James III, professional geologist
Dave Kerr, President, Hutchinson/Reno County Chamber of Commerce
Jake Klaver, Klaver Construction Company, Inc.
Bernie Koch, vice president for government relations, Wichita Metro Chamber of Commerce
Jeff Longwell, City of Wichita, Wichita Area Metropolitan Planning Organization
Jill Nichols, Rice County Economic Development Director
Karyn Page, President/CEO, Kansas World Trade Center, Inc.
Brett Reber, President, McPherson Industrial Development Co., for the City of McPherson and McPherson County
Mary Lou Reece, Reece Construction Co., Inc.
Kathy Sexton, Derby City Manager, on behalf of the Regional Economic Area Partnership (REAP) of South Central Kansas
Shelby Smith, Founder, Economic Lifelines
John Sweet, Lyons City Administrator
Russ Tomevi, Winfield Director of Public Works/ Engineering
David Unruh, Sedgwick County Board of Commissioners
Mike Vinson, Director of Transit, City of Wichita Transit Services
Carol Voran, Chairwoman, Kingman County Commissioners
Rod Willis, City Manager, City of Sterling
Tim Witsman, President, Wichita Independent Business Association and the Kansas Independent Business Coalition

Overland Park, December 5, 2008

Alice Amrein, Transportation Director for Johnson County, also representing the Kansas Public Transit Association
Fred Backus, County Engineer, Unified Government
Ken Bernard, Mayor, City of Lansing
Marcia Bernard, Transit Manager, Unified Government
John Bishop, Atchison County Commissioner
Troy Carlson, President and Chief Executive Officer, Initiatives, Inc., consultant to Harvey County
Alan Cobb, Americans for Prosperity - Kansas
Dave Dillner, Gardner City Administrator
Bryan Dyer, Community Development, City of Merriam
Penny Evans, Miami County Engineer
Cindy Green, Lenexa City Council President
Mell Henderson, Director of Transportation, Mid-America Regional Council
Jim Hix, Council President, City of Overland Park
Christy Isaacs, Atchison County Community Development Director

Conferees Quoted in the Summary of Conferee Testimony

Dawn Kuhn, President, Shawnee City Council
Chris Leaton, Member, Spring Hill City Council
Carol Lehman, Mayor of Gardner
Dave Mahoney, City of Atchison Engineer
Jim Martin, Executive Director, Shawnee Economic Development Council
Tim McKee, Executive Vice President of Economic Development, Olathe Chamber of Commerce
Scott Miller, City Manager, City of Leavenworth
Heather Morgan, Leavenworth County Administrator
Ed Peterson, Johnson County Commissioner
Tom Riederer, President, Southwest Johnson County Economic Development Corporation
Martin Rivarola, Community Development Director, City of Mission
Peter Solie, President, Gardner Area Chamber of Commerce
Tom Swenson, American Council of Engineering Companies - Kansas
Jim Wise, Chairman, Miami County Board of Commissioners

Garden City, December 15, 2008

Gary Berning, Leoti City Council Member
Brandon Buchanan, Oakley City Administrator
Bonnie Burgardt, Director, Finney County Transit
Joe Cabrinha, Atwood City Council Member
Mark Coberly, Gove County Commissioner
Steve Cottrell, City Engineer, Garden City
David Crase, Mayor of Garden City
Troy Dewey, incoming Sheridan County Commissioner
Bob Dixon, Mayor of Greensburg
Shannon Francis, Seward County Commissioner
Don Gaeddert, Larned City Manager
T. Kim Goodnight, Chairman, Ford County Commissioners
Larry Hoeme, Scott County Commissioner
E. David Howard, Pratt City Manager, for the city and Pratt County
Larry Koochel, Liberal City Commissioner
Cliff Mayo, Finney County Commissioner
Wiley McFarland, Gray County Commissioner
Woody Moses, Kansas Ready Mixed Concrete Association and Kansas Aggregate Producers' Association
Howard Partington, Great Bend City Administrator
Steve Phillips, President, Kansas Association of Airports
Bob Pivonka, Mayor of Larned
Don Rash, Liberal City Commissioner
Cheri Rhea, Sharon Springs City Council Member
Russell, City of
Jennifer Schartz, Barton County Commissioner
Jeanette Siemens, Kiowa County Economic Development Director
Ron Straight, Transportation Manager, Developmental Services of Northwest Kansas
Junior Strecker, Scott City Mayor, also representing Scott County

Conferees Quoted in the Summary of Conferee Testimony

Bob Strevey, Decatur County Economic Development Corp.
Jack Taylor, S.P.I.R.I.T. (Southwest Passage Initiative for Regional and Interstate Transportation)
Earl Willis

Pittsburg, December 18, 2008

James AuBuchon, Executive Director, US Sixty-Nine Highway Association of Kansas
Bill Beasley, Public Works Director, City of Pittsburg
Blake Benson, President, Pittsburg Area Chamber of Commerce
Steve Beykirch, Chairman of the Board, Pittsburg Area Chamber of Commerce
Ken Brock, CEO, Names and Numbers
Dale Bunn, Director of Economic Development, City of Fort Scott
Lois Carlson, Erie
Pat Cedenno, Vice President of Growth Initiatives, Watco Companies
Ann Charles, Great Plains Industrial Park
J.D. Cox, Neodesha City Administrator
Jim Dahmen, Columbus
Rep. Doug Gatewood
Rep. Robert Grant
Fred Gress, Parsons City Manager
Pam Henderson, Mayor of Pittsburg
Mike Hershey, Cessna Aircraft Company
Geoffrey Hines, Pittsburg Area Young Professionals
Chris Kelly, Mt. Carmel Regional Medical Center
Steve Lohr, Executive Director, SEK-CAP
Dean Mann, Chairman of the Transportation Council, Southeast Kansas, Inc.
Kris Marple, Wilson County Coordinator
Ralph McGeorge, Crawford County Commissioner
Jeff Morris, Coffeyville City Administrator
Gary Palmer, Fort Scott Young Professionals League
Karen Porter, Executive Director, Neodesha Chamber of Commerce
Paul Sasse, Independence City Manager
Tim Schook, Arma City Administrator
Dr. Howard Smith, Assistant to the President/Legislative Liaison, Pittsburg State University
Clayton Tatro, President, Fort Scott Community College
Derrill Unruh, Independence Mayor
Jim Zaleski, U.S. 400 Corridor Association

Topeka, January 8, 2009

Sharon Brown, Mayor of Clay Center
Shelly Buhler, Shawnee County Commission Chair
Randy Dallke, Marion County Commissioner
Dudley Feuerborn, Chairman, Anderson County Commissioners
Crosby Gernon, Mayor of Hiawatha
Greater Fort Riley Communities

Conferees Quoted in the Summary of Conferee Testimony

Roy Hallauer, Jackson County Commissioner

Mark Hatesohl, Mayor of Manhattan

Daniel Holub, Marion County Commissioner

Lisa Johnson, Franklin County Administrator

Rick Koch, Sabetha City Commissioner and President of Sabetha Industrial Development

Dennis Lauver, President/CEO, Salina Area Chamber of Commerce

Lawrence/Douglas County Resolution

Joe Mitchell, Mayor of Seneca

Joe Nold, Dickinson County Commissioner

Gene Ramsey, Mayor of Ottawa

Steve Roberts, Brown County Commissioner

Salina/Saline County resolution

Gary Scoby, Nemaha County Commissioner, for the Kansas Association of Counties

Glen Tyson, Kansas County Highway Association

Glen Tyson, for Osage County, Osage City, and Osage County Economic Development

Larry Uri, Concordia City Manager and representing Cloud County and Cloud County Economic Development Council

Tom Weigand, President and CEO, Ottawa Chamber of Commerce

Matt Zimmerman, Emporia City Manager, also representing Lyon County